Digitized by the Internet Archive
in 2010 with funding from
University of Toronto

http://www.archive.org/details/n13sessionalpaper46canauoft

Government
Public

Canada Parliament

Sessional Papers.

SESSIONAL PAPERS

VOLUME 13

FIRST SESSION OF THE TWELFTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1911-12

VOLUME XLVI.

LIBRARY
JUL 15 1966
UNIVERSITY OF TORONTO

1091673

See also Numerical List, Page 9.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

FIRST SESSION, TWELFTH PARLIAMENT, 1912.

A

Accidents on Railways.. 114
" " 114*a*
" " 114*b*
" " 102
Adulteration of Food.. 14
Agriculture:— 15
Dairy and Cold Storage.. .. .. 15*a*
Veterinary Director General, 1910.. .. 15*b*
" " " 1911.. .. 15*c*
Annuities—Government Statement of business done year ending March 31, 1911.. 44
Annuities—Government, Number of Lecturers appointed upon the subject of. 44*a*
Annuitants, and parties having made payments, &c.. .. .. 44*b*
Annuities Branch, Govt., Report of a Committee of the Privy Council, *re* transfer of.. 67
Anglo-Canadian Chemical Co., correspondence between, and Department of Inland Revenue.. 139
Appointments made, dissolution of last Parliament, and resignation of Laurier Ministry, &c... 70
Appointments made in Departments of Public Works and Post Office since October 7, 1911, Outside and Inside Service.. .. .. 70*a*
Appointments of Commissioners *re* United States and Canada Boundary Waters Treaty.. 119

A

Assistance to Provincial Railways and Public Works by Federal Government. 120
Ashe, Earl, claim for damages by fire from locomotive on I.C.R... 115
Auditor General.. 1
Aurora, report *re* proposed erection of a public building at.. .. .. 62*a*
Australia, Trade arrangements between Canada and.. 71
Awarding of contract for building of Hudson's Bay Railway.. .. .. 72*a*

B

Baldwin, Eugene, dismissal from Customs Service, Quebec.. .. .. 79*c*
Berthier en Haut, purchase and repair of Post Office at.. 154
Binks, Mr., promotion as Supt. of Dead Letter Office.. 138
Blind River Post Office, Province of Ontario, change of name of.. 150
Bohan, John W., Customs Officer, Bath, N.B., dismissal of.. .. .. 79*o*
Bonds and Securities registered since last return, November 29, 1910.. 49
Boots and Shoes, quantity of, imported into Canada since March 1, 1908.. 81
Boulay, H., report of, against W. Roy, employee on I.C.R., in 1904.. 97
Boundaries of Province of Manitoba, extension of, &c... 110

B

Boundaries of Provinces of Manitoba and Saskatchewan, correspondence with Government *re*.. .. .. 110*a*
Boundaries of Province of Ontario, extension of, &c.. .. .. 110*b*
Boundaries of the Province of Quebec, correspondence *re* extension of, &c.. .. 94
Boundary Waters Treaty between Canada and United States, appointment of Commissioners under.. 119
Bourque, Geoffrey, accident incurred by, in yard of I.C.R., 1911.. 102
Branch Lines Railways:—
Tenders for construction line of Railway from Estmere to Baddeck, NS. 100
Tenders for construction line of Railway from Estmere to Baddeck, N.S. 100*a*
Tenders for construction of line of Railway by I.C.R. between Sunnybrae and Guysborough, N.S.. .. .. 110*b*
Breakwater, *re* the building of, at Port Richmond, N.S.. 129
Breakwater, *re* the building of, at Chas. Forest's Cove, N.S.. .. .. 129*a*
British Canadian Loan and Investment Co., statement of affairs of.. 131
Brotherhood Unions of I.C.R., agreement between and the Government since 1898. 69
Burrard Power Co., H. M. The King *vs.* Case of.. 147

C

Cablegrams relating to reduced rates of transmission.. 59
Canadian-Australian Trade, Return *re*,.. 71
Canal Statistics.. .. .. 20*a*
Cement purchased for different works by Government, or Montreal Harbour Commission.. 85
Central Station, City of Quebec, expropriation of property of Messrs. Turgeon and Gunn for.. 117
Car Ferry Service between Province of Prince Edward Island and the Mainland.. .. .. 95, 95*a*, 95*b*
Census of Canada, Fifth.... .. .. A
Census, taking of in City of Regina.. .. 73
Chartered Banks.. 6
Chief Astronomer.. .. .. 25*a*
Charles Forest's Cove, building of breakwater at.. .. .. 129*a*
Civil Service:—
List.. 30
Appointments and Promotions, Commissioner's Annual Report.. 31
Insurance Act, &c.. 43
Retiring allowances and Superannuation, Statement of.. 41

C

Coal Dust Anthracite, &c., quantity imported into Montreal in 1911.. 80
Cold Storage establishments in each city of Canada, showing number of.. 146
Commissioners, names of, appointed under Inquiries Act.. 155
Commissioners appointed to investigate matters on Transcontinental Railway between Winnipeg and Moncton 65*a*
Commissioners to inquire into Government Departments, Order in Council *re*.. 65
Commission for demarcation of the Meridian of 141st Degree, West Longitude.. 86
Commission appointed to inquire into matters appertaining to the Farmers' Bank.. .. .. 65*b*
Commission of Conservation, Report of, for year ending March 31, 1911.. 47
Combines Investigation Act, proceedings under.. .. .. 36*a*
Criminal Statistics.. 17
Customs Annual Report.. 11
Customs Tarriff, change in *re* twine used in heading of Lobster Traps.. .. 98

D

Dismissals:—
From Moosejaw Land Office of John Rutherford.. 79
Capt. Peter Decoste from Dredge 'Cape Breton'.. .. .. 79*a*
Roder'k Sutherland, caretaker public building, at Canso, N.S.. .. 79*b*
Mr. Eugène Baldwin from Customs Service at Coaticook, Que.. .. .. 79*c*
Mederic Picotte as Messenger of the House of Commons.. .. .. 79*d*
Wm. A. Hattie from position of Preventive Officer at Mulgrave, N.S... .. .. 79*e*
R. Leithead, &c., employees of I.C.R. 79*f*
Jos. Veniot, checker on I.C.R.. .. 79*g*
John Connolly, of New Glasgow, Inspector of Fuel on I.C.R.. .. .. 79*h*
S. N. Ferguson, Preventive Officer at Oyster Ponds, Guysborough, N.S. 79*i*
F. J. Veniot, Collector of Customs at Bathurst, N.B.. .. .. 79*j*
Luke Day, Department of Public Works, North Sydney, N.S. 79*k*
Geo. T. Harbour, Supt. of Deep Water Wharf at Gaspé, Que.. .. 79*l*
D. McDonald, Esq., M.D., of Baddeck, C.B.. .. .. 79*m*
Geo. Cavanagh, New Glasgow, N.S. 79*n*
John W. Bohan, Bath, N.B.. .. .. 79*o*

D

Dismissals—*Continued.*
Hector Hamel, Montreal Custom House.. .. .. 79*p*
Lyman C. Smith, Oshawa, Ont. .. 79*q*
Michel Campeau, Postal Station, Montreal.. .. .. 79*r*
R. McAdam, Fishery Officer for Antigonish Co., N.S.. .. .. 79*s*
Fishery Guardians in County of Guysborough, N.S.. .. .. 79*t*
Edwd. Kelly from position of engineer at Reduction Works, Canso, N.S.. .. .. 79*u*
David S. Hendsbee from position of weigher at Reduction Works, Canso, N.S.. .. .. 79*v*
Anson Shelters at St. Armond Station, County of Missisquoi 79*w*
Proposed of John Park, Postmaster at Orangeville, Ont.. .. .. 79*x*
Jas. McPhee as Customs Officer at West Bay, N.S.. .. .. 79*y*
Allan Kennedy, Telegraph Repairer, Inverness Co., N.S.. .. .. 79*z*
Wenceslaus Lebel, of Kamouraska, Customs Department 79*aa*
Thos. Hale, 'Labour Gezette,' Westville, Nova Scotia.. .. .. .. 79*bb*
Wm. A. Gerrior, Larry's River, N.S., Customs Department 79*cc*
August Hibert as Postmaster, St. Paschal, Kamouraska Co., Que.. 79*dd*
Luo Lizotte, Postmaster, St. Pacombe, Kamouraska Co., Que. .. 79*ee*
Capt. Alex. Roberts, Postmaster, Canso, N.S.. .. .. 79*ff*
In 1896 of H. St. Amour, Postmaster of St. Amour, Co. of Prescott.. .. .. 79*gg*
W. H. Harris, Postmaster at White Head, N.S.. .. .. 79*hh*
Jas. McGrath, Postmaster at Aspen.. .. .. 79*ii*
Louis Gerard, Postmaster at Ste. Angele de Mérci, Rimouski Co. 79*jj*
On May 1, 1903, of John Fraser, Postmaster at Stellarton, N.S... 79*kk*
John M. Rodgers, Postmaster at East Ronan Valley, N.S.. .. .. .. 79*ll*
Eugène Guimond, Postmaster at Ste. Angèle, Co. of Rimouski.. .. 79*mm*
Charges against Dugald R. Boyle, Fishery Officer at West Arichat, N.S.. .. .. 79*nn*
Charges against Dr. J. R. McLeod, Port Physician, Port Hawkesbury, N.S.. .. .. 79*oo*

D

Dismissals—*Continued.*
Théophile Morice, Officer over delivery of Coal, I.C.R., at Rivière du Loup.. .. .. 79*pp*
Charges received by P. O. Dept. *re* the Postmaster at Glenelg, N.S.. 79*qq*
Charges against Jas. A. Matheson, I.C.R., Trackman, Meadowville.. 79*rr*
D. McFarlane, Postmaster at S. W. Margaree, N.S.. .. .. 79*ss*
Postmaster at Rathburn, Co. of Ontario, and change of P. O.. .. 79*tt*
John McLeod, Postmaster at Denmark, Colchester, N.S.. .. .. .. 79*uu*
Doué, Daoust, Postmaster at Alfred, County Prescott.. .. .. 79*vv*
Thos. Dionne and Miss Sanidon, of Cacouna Post Office.. .. .. 79*ww*
Postmaster of St. Anaclet, Co. of -Rimouski.... .. .. 79*xx*
Resignation of Donald E. McLean, late Postmaster, Inverness, N.S. 79*yy*
Number of Postmasters removed from office in County of Shefford, since Oct. 1, 1911.. .. .. 79*zz*
Charges against Arthur Brymer, Fishery Officer at L'Ardoise, N.S. 79*aaa*
Charges against Lawrence G. Power, Supt. Lobster Hatchery at Arichat, N.S.. .. .. 79*bbb*
Joachim Godbout, Lighthouse Keeper at St. Laurent.. .. .. 79*ccc*
Investigation against P. L. St. Pierre, Postmaster at St. Paul d'Abbotsford.. .. .. 79*ddd*
Dr. H. Dupré as Postmaster of St. Hébert, Co. of Richelieu.. .. .. 79*eee*
Showing number of dismissals in Post Office Department since October 1, 1911.. .. .. 79*fff*
Madam, the widow of Antoine S. Martin, as Postmistress.. .. .. 79*ggg*
Jos. Moreau as Postmaster, at St. Germain, Kamouraska.. .. .. .. 79*hhh*
Geo. Bourgoin, Statistician on Lachine Canal.. .. .. 79*iii*
Louis Deschesne, an employee of the Marine Department.. .. .. 79*jjj*
Charges aginst A. E. Hatfield, Fishery Overseer for County of Yarmouth, N.S.. .. .. 79*kkk*
Mr. J. C. Dauphinais as Postmaster at Sorel.. .. .. 79*lll*
Jos. Clouthier, Postmaster at St. Adolphe de Dudwell.. .. .. .. 79*mmm*
Dairy and Cold Storage.. .. .. 15*a*
Destructive and Pest Act, Regulations under.. 53

D

Decoste, Capt. Peter, dismissal of, from Dredge 'Cape Breton'.. .. .. 79a
Deep-Sea Fishermen, expenditure *re*, Bounty to.. 58
Dog-Fish Scrap, relating to price of, from March 31, 1911.. 109
Dominion Police, average number of men on, for year 1911.. 60
Dominion Lands Survey Act, Orders in Council in accordance with.. 55
Dominion Lands Act, chap. 20, Statutes of Canada, 1908, Orders in Council *re*, published in 'Ganada Gazette'.. .. .. 55a
Dominion Lands Act, chap. 20, Statutes of Canada, 1908, Orders in Council *re* disposal of lands within 40-mile Railway Belt in British Columbia 55b
Dominion Lands Act, chap. 20, Statutes of Canada, 1908, Supplementary Return *re*.. .. .. 55c
Dominion Lands Survey Act, Supplementary Return, Orders in Council *re*.. .. 55d
Duchemin, H. B., date of appointment to investigate complaints *re* Government Officials.. 149
Duchemin, H. B., Report of charges made by, against W. W. Gray.. .. .. 97a
Duty payable in respect to Jute Cloth, Traction Engines, &c.. 141
Duties on Lumber, Documents in connection with enforcement of.. 66

E

Election, Return of Twelfth General, for House of Commons, 1911.. 18
Elections, Bye, Return of for (Twelfth Parliament) House of Commons 18a
Election General, 1911, Resumé of 152
Enquiry into loss of horse killed on Dalhousie Branch, I.C.R.. 114
Erection of an Armoury at Sarnia, Ont., Reports relating to.. 93
Estmere to Baddeck, Tenders for construction of line of railway from, &c.. .. ..100, 100a
Estimates.. 3
" 3a
" Supplementary, March 31, 1912. 3b
" 4
" 5
Expenditure for printing Pamphlets *re* Immigration.. 64
Experimental Farms.. 16
Expropriation of properties of Messrs. Turgeon and Gunn, Quebec.. 117
External Affairs.. .. .. 29b

E

Extension of Boundaries of Province of Manitoba, and other matters *re*.. 110
Extension of Boundaries of Province of Quebec, Correspondence *re*, &c.. 94

F

Farmers' Bank, Copies of Petitions relating to, &c.. .. .. 65c
Farmers' Bank, Commission appointed to inquire into matters relating to.. 65b
Farm Labourers and Domestic Servants placed from 1907 to 1912.. 87
Fidelity Trust Co. of Montreal, Incorporation and operation of.. 116
Fifth Census of Canada.. .. .. A
Fifth Joint Report of Commissioners *re* demarcation of Meridian 140° W. L.. 86
Fish Trap Licenses, against issuing of, to Capt. John H. Thorburn.. 106
Fish Trap, removal of, at or near McNutt's Island, Harbour of Shelbourne, N.S.. .. .. 106a
Fishing in fresh water lakes of Dominion, Lease giving exclusive rights to.. 123a
Fishery Guardians, County of Guysborough, N.S., *re* dismissal of.. .. .. .. 79b
Fishery Act, prosecutions under, against J. McCabe, D. Porter, and others, County of Pictou, N.S.. 89
Forget, A. E., Messrs, &c., Return showing dates presented by 92
'Forbes Sterilizers,' Memo. *re* use of, in House of Commons and Government Departments.. 112

G

Geographic Board.. .. .. 21a
Geological Survey.. 26
Governor General's Warrants issued since last Session.. 39
Governor General, Commission issued to present, instructions, &c.. 83
Government Annuities, Statement business done year ending March 31.. 44
Gray, W. W., Report of H. H. Duchemin against.. .. .. 97a

H

Harbour Commissioners (Marine).. 23
Hawkes, Arthur, *re* appointment of, as Commissioner of Immigration.. .. .. 64a
Homestead Inspectors, how many employed in Prov. of Saskatchewan, 1911. 88
House of Commons, Messengers, total number, &c.; also total number relieved from service, &c.. 74
Hudson's Bay Railway, and relating to the navigating of the Hudson's S raits. 101a

I

Immigration, Expenditure printing pamphlet *re* promotion of.. 64
Immigration, Relating to appointment of Arthur Hawkes, Commissioner for.. .. 64*a*
Immigration purposes, Amount expended for, by Dominion Government, for past ten years.. .. .. 64*b*
Imperial Defence, Correspondence between Imperial and Canadian Governments, *re*.. 77
Indians Affairs.. 27
Industrial Disputes.. .. .. 36*a*
Inland Revenue.. 12
Inland Revenue Part II (Weights and Measures).. 13
Inland Revenue Part III (Adulteration of Food).. 14
Intercolonial Ry., Agreements between men of, and Brotherhood Unions.. .. 69
Interior, Report of Dept. of.. 25
Interior, Dept. of, Copies of Orders in Council under a Resolution of House of Commons.. 57
Internal Economy Commission, Report of, for preceding year.. 45
Inefficient Posatl Delivery Service at Rothesay, N.B.. 124
Insurance, Report of Superintendent of. 8
Insurance, Abstract Statement of.. 9
Irrigation Act, Regulations and forms prescribed.. 54

J

Justice Report.. 34
Jute Cloth, Traction Engines, &c., *re*, to any change in duty, &c.. 141

K

Keewatin Territory, Separate School System in.. 137
King vs. Burrard Power Co., Return *re*. 146

L

La Société Co-operative de La Vallée de Yamaska, Tobacco Growers of, papers referring to.. 126
Labour Report.. 36
Lacoste, Sir A., Ouimet, Hon., and Doherty, C. J., Hon., Superannuation of.. 91
Lands sold by C.P.R. during year ending 1st Oct., 1911.. 68
Lands sold by C.P.R., year ended Oct. 1, 1911 ('Irrigation Block').. .. .. 68*a*
Lands sold by C.P.R. in Alberta, year ended Oct. 1, 1911.. .. .. 68*b*
Lavoie, Absolom, of Amqui, accidentally killed on I.C.R. at Métis, Rimouski Co., 1911.. .. .. 114*a*

L

Lease to Whaling Companies for whale fishing on the coast of British Columbia.. 123
Lease giving exclusive rights to fishing in fresh water lakes of the Dominion. 123*a*
Letters Patent relating to the Governor General of Canada.. 83
Liquor brought from any place outside Canada into the Territories.. 78
Library, Joint Committee, Report of.. .. 33
Library, Joint Committee, further Report of.. .. .. 33*a*
Loans, various, made by Government of Canada since year 1900.. 145
Lobster Traps, Return *re* temporary change in Tariffs on twine used in.. .. 98
Lumber Duties on, Circulars, Instructions *re*, addressed to Collectors of Customs, 1911.. 66

Mc

McAulay, Angus A., claim for damages, fire from locomotive in P. E. Island... 115*a*
McCabe, John, and others, Prosecutions under the Fishery Act against.. 89

M

Madore, Alex., Accident sustained by, on I.C.R.. 114
Magdalen Islands, News sent to, by 'Wireless Telegraph,' &c.. 133
Mails, Contracts for carrying of, between Scott Junction and Station, Co. of Beauce, Cancellation of.. 134
Mails, Contracts for carrying of, between River John Ry. Station and Post Office, Cancellation of.. .. .. 134*a*
Mails, Contracts for carrying of, between Stellarton Station and Post Office, Cancellation of.. .. .. 134*b*
Mails, Contracts for conveyance in which cancellation was made from Oct., 1911, Feb., 1912.. .. .. 134*c*
Mails between England, France and Canada, Contracts *re* carriage of, between Steamship Cos and Govt. of Canada. 111
Mail Bags, amount paid since Oct. 15, 1911, for making and repairing.. 153
Mail Routes, rural, established by present Government.. 143
Manitoba, Printing and Distribution of Voters' Lists of, at last General Election.. 103
Manitoba, Extension of boundaries of, and matters *re* division of Keewatin. 110
Manitoba and Saskatchewan, Correspondence with Government *re* boundaries. 110*a*

M

Marine and Fisheries (Marine).. 21
" " (Fisheries). 22
Marriage Act, 'An Act to amend the,' Return *re*.. 108
Marriage Act, Return concerning Petitions, Memorials, &c., *re* passing of the 'Ne Temere'.. .. .. 108*a*
Meat Trusts, Concerning methods and operations of.. 61
Meridian 141st Degree, West Longitude, Report *re* demarcation of.. 86
Messengers of the House of Commons relieved from service, &c.. 74
Militia Council, Report of.. 35
Militia, Regulations and General Orders promulgated by.. .. .. 46*a*
Metapedia Waterworks Co., Claim of, against I.C.R.. 130
Miscellaneous Unforseen Expenditure, from April 1, 1911, to Nov. 16, 1911 .. 42
Money paid by Dominion Government to Railways in Manitoba, Alberta, &c.. .. 72*b*
Moosejaw, Documents *re* the appointment of a Post Office Inspector at.. .. 136
Moosejaw, Tenders in connection with public building at.. 62
Morine, A. B., G. N. Ducharme and R. S. Lake, appointment of, as Commissioners *re* Government Departments.. 65

N

National Battlefields Commission, Receipts and Expenditures of.. 50
Naturalization, Uniformity of, passage of legislation relating to.. 76
Naval Service, Report of.. 38
Naval Service, Order in Council as to extra pay of officers and men.. 40
Naval Service, allowance in lieu of lodging, provisions, &c.. .. .. 40*a*
Naval Service, regulations *re* distinguishing flag and pendants flown by ships of Royal Navy.. .. .. 40*b*
Naval Service, gratuities to widows of seamen killed on duty.. .. .. 40*c*
Naval Service of Canada, Correspondence connected in any way with.. .. .. .. 40*d*
Naval Service, rates of pay and allowances for Bandsmen in Royal Canadian Navy.. .. .. 40*e*
Naval Service, Naval Reserve Lands, Transfer of, by Imperial Govt. to Dominion Govt.. .. .. 40*f*
Naval Service, pay for Bandsmen in Royal Canadian Navy.. .. .. 40*g*
Naval Service, Transfer of certain Naval Reserve Lands by Imperial Govt.. .. 40*h*

N

Naval Service, Memorandum of Admiral Kingsmill *re* Navy.. .. .. 40*i*
Negotiations for Reciprocity Treaty between Canada and United States.. .. 82
Newfoundland, Contracts for conveyance of Mails between Canada and.. 111

O

Ontario, Return *re* extension of boundaries of, and division of District of Keewatin.. .. .. 110*b*
Order in Council appointing Commissioners to inquire into Depts. of Govt. 65
Order in Council *re* an 'Act to amend the Marriage Act'.. 108
Order in Council, pay for Bandsmen in Canadian Navy.. .. .. 40*g*
Ordinances of Yukon Territory in year 1911.. 75
Ottawa Improvement Commission, Receipts and Expenditures of.. 51
Ottawa, Respecting work done for improvement and beautifying of.. .. .. 51*a*
Ottawa Improvement Commission, Work done by, for year ending March 31, 1911.. .. .. 51*b*

P

Parcel Post Convention between Canada and France, Papers connected with.... 135
Paris Exposition, Statement of expenses incurred for, in 1900.. 63
Pelagic Sealing, Treaty *re*, &c., between Great Britain, United States and Russia.. 84
Persons appointed to positions with the Government between dissolution and Sept. 21, 1911.. 70
Port Dover Harbour, Norfolk Co., Ontario, Relating to improvement of..127*a*, 127*b*
Postmaster General, Report of.. 24
Powassan, Change of Postmaster at, between Jan. 1, 1906, and Jan. 1, 1912.. 142
Prosecutions under Fishery Act against John McCabe and others.. 89
Provident Trust Co., of Montreal, Incorporation and operation.. 118
Provincial Railways and Public Works, Assistance to, by Federal Government. 120
Public Accounts, Report of.. 2
Public Printing and Stationery, Report of.. 32
Public Works, Report of Dept. of.. 19

Q

Quantity of Anthracite, &c., Coal imported into Montreal in year 1911.. .. 80
Quantity of Boots and Shoes imported into Canada, from March 1, 1908.. .. 81

Q

Quarantine Station on Lawlor's Island. 99
Quebec, Province of, Correspondence *re* extension of boundaries of.. 94
Quebec Bridge, Report, &c., of the Board of Engineers for the construction of.. 104
Queen's Hotel Co., Ltd., Correspondence and documents in the case.. 122

R

Railways:—
Railways and Canals.. 20
Statistics (Canal).. .. .. 20*a*
" (Railways).. .. .. 20*b*
Commissioners.. .. .. 20*c*
Telephone Statistics.. .. .. 20*d*
Express Statistics.. .. .. 20*e*
Papers *re* that portion of, between Hillsborough and Albert Co., N.B... 72
Papers *re* awarding of contract building Hudson's Bay Ry., &c.. .. .. .. 72*a*
In Alberta, Manitoba, &c., Money paid by Dominion Government to.. .. .. 72*b*
Transcontinental, Correspondence *re* connecting Montreal with.. .. .. .. 72*c*
Trascontinental Ry. Station at Quebec, Papers *re* awarding of contract of.. 72*d*
Transcontinental, Statement showing work done on Eastern Division of, to Dec. 31, 1911.. .. .. 72*e*
Report A. E. Doucet, Dist. Engineer, Sec. B. Trans. Ry. *re* selection of railway station sites.. .. .. 72*f*
Writings made or given by Board of Nat. Trans. Ry., from appt. of R. W. Leonard.. .. .. 72*g*
Interim Report Commissioners of Nat. Trans. Ry.. .. .. 72*h*
Commission Transcontinental, Report of.. 37
Transcontinental, Construction of, between Moncton and Winnipeg, Appointment of Commission *re*.. 65
Names of all appt. to service of I.C.R., in City of St. John, N.B.. 107
Provincial and other Public Works, Assistance to, by Federal Govt. 120
Reciprocity Treaty between Canada and United States, Negotiations for.. .. 82, 82*a*
Regina, Memorials *re* taking of Census in.. 73
Rex versus Sheldon and others, papers and documents in the case.. 121
Richmond Port, N.S., Building of a breakwater at.. 129
River John Railway Station, *re* contract between Post Office and.. .. .. .. 134*a*
Rocky Mountain Park Act, Orders in Council passed concerning.. .. .. 56*a*

R

Rothesay, N.B., inefficient Postal Service at 124
Royal North West Mounted Police, Report *re*.. 28
Royal North West Mounted Police, term of service, pay, &c., of, Extract from Minutes of Treasury Board.. 128
Royal Society of Canada, Statement of affairs of.. 52
Rural Mail Routes, established by the present Government.. 143
Rutherford, John, removal from Moosejaw Land Office.. 79

St.

St. John Ry. Co. to lay rails across tracks of I.C.R.. .. .. .96, 96*a*
St. John and Quebec Ry. Co., Agreement between H. M. The King and Ry. Co.. 125
St. John Valley Ry. Co., Building of, from St. John to Grand Falls, N.B. .. 113
St. Laurent, Xavier, *re* killing of horse belonging to, on Dalhousie Branch, I.C.R.. .. .. 114*b*

S

Salmon, Papers relating to negotiations affecting the exportation of.. 148
Sarnia, Proposed Winter Harbour at.. 127
" Erection of an Armoury at.. .. 93
Secretary of State, Report of.. 29
Separate School System, Petitions praying for such in Keewatin Ter. to Govt. 137
Scott Junction, Cancellation of mail contract between Station and.. 134
Shareholders in Banks, List of.. 6
Shipping, Foreign, engaged in Coastwise Trade in Canada.. 144
Shipping, List of.. .. .. 21*b*
Smith, Lyman C., Customs Collector at Oshawa, Dismissal of.. .. .. 79*q*
Steamboat Inspection, Report *re*.. .. .. 23*a*
Stellarton Station, Contract service between Post Office and.. .. .. 134*b*
Sterilizers, showing what Government Buildings are equipped with.. 112
Stream Measurements, Report of progress of, for calendar year 1910.
Strike existing, and in the past on G. T. Ry. west of Winnipeg, relating to.. .. 140
Sutherland, Roderick, dismissal of.. .. 79*b*
Superannuations and Retiring Allowances, Statement of, *re* Civil Service.. .. 41
Superannuation of Judges, Sir Alex. Lacoste, Hon. J. A. Ouimet, &c., &c.. .. 91
Superintendent of Insurance, Report of.. 8
Sunnybrae and Guysborough, construction of certain Branch Lines of I.C.R. between.. .. .. 100*b*

T

Tender of the McDiarmid Co., Ltd., construction of Moosejaw buildings.. .. 62
Tender for construction of line of Railway from Estmere to Baddeck, N.S.. 100
Tender for construction of proposed line from Estmere to Baddeck, N.S.. .. .. 100*a*
Tolls on Canals, abolition or regulation of, as per Order in Council.. 105
Topographical Survey.. .. .. 25*b*
Tracadie Road Post Office, complaints, charges, &c., relating to.. 132
Trade and Commerce, 10, 10*a*, 10*b*, 10*c*, 10*d*, 10*e*, 10*f*
Trade Arrangements between Canada and Australia.. 71
Trade Arrangements with the British West Indies, &c.. .. .. 71*a*
Trade Unions, *re*, under 'An Act respecting'.. 48
Transfer of certain Naval Reserve Lands by Imperial Govt.. .. .. 40*h*
Treaty *re* Boundary Waters between Canada and United States.. 119

T

Treasury Board, Extract from Minutes of meeting of Jan. 22, 1912.. 90
Turgeon, F., and F. Gunn, expropriation of property in City of Quebec.. 117

U

Unclaimed Balances.. 7
Unpaid Dividends.. 7

V

Veniot, P. J., Collector of Customs, Bathurst, N.B., *re* dismissal of.. .. .. 79*j*
Veterinary Director General, 1910 .. .. 15*b*
" " " 1911 .. .. 15*c*
Voters' Lists of Province Manitoba at last elections, printing and distribution.. 103

W

Weights and Measures.. 13
Winnipeg and Hudson Bay Ry. Co., correspondence between Govt. &c., and.. 101
West Indies, Trade arrangements with.. 71*a*
Whaling Companies, Lease to, for Whale fishing on coast of B.C.. 123
Wholesale Prices in Canada, 1911, Report Dept. of Labour on.. 151

See also Alphabetical List, Page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when Presented to the Houses of Parliament; the Names of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME A.

Fifth Census of Canada, 1911. Areas and population by provinces, districts and subdricts, Vol. I.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the year ended 31st March, 1911. Volume 1, Parts A to P, and Vol. 2, Parts Q to Y. Presented 10th January, 1912, by Hon. Mr. White.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, November 20, 1911.. ..*Printed for distribution and sessional papers.*

3. Estimates for fiscal year ended 31st March, 1911. Presented 29th November, 1911, by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

3*a*. Estimates for the fiscal year ending 31st March, 1913. Presented 10th January, 1912, by Hon. Mr. White.. .. ..*Printed for both distribution and sessional papers.*

3*b*. Supplementary Estimates for the fiscal year ending 31st March, 1912. Presented 13th March, 1912, by Hon. Mr. White..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. White, 26th March, 1912.. .. ..*Printed for distribution and sessional papers.*

5. Further Supplementary Estimates for fiscal year ending 31st March, 1912. Presented by Hon. Mr. White, 26th March, 1912.

Printed for distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada for year ended 31st December, 1911. Presented by Hon. Mr. White.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 3.

7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada for five years and upwards prior to 31st December, 1911.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

8. Report of the Superintendent of Insurance for year ended, 1911. Presented by Hon. Mr. White, 20th November, 1911... .. .. ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1911. Presented by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 5.

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 23rd February,
Printed for distribution and sessional papers.

10*a*. Report of the Department of Trade and Commerce for the year ended 31st March, 1911. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 10th January, 1912.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part III.—Canadian Trade). Presented by Hon. Mr. Foster, 25th March, 1912.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 6.

10*c*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Foster, 7th February, 1912.. .. ..*Printed for distribution and sessional papers.*

10*d*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part V.—Grain Statistics, &c.) Presented by Hon. Mr. Foster.
Printed for distribution and sessional papers.

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part VI.—Subsidized Steamship Services). Presented by Hon. Mr. Foster, 1st April, 1912.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1911. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented by Hon. Mr. Foster.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 7.

11. Report of the Department of Customs for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 10th January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 8.

12. Reports, Returns and Statistics of the Inland Revenue for the Dominion of Canada, for the year ended 31st March, 1911. (Excise, Part I). Presented by Hon. Mr. Nantel, 30th November, 1911.. .. ..*Printed for distribution and sessional papers.*

13. Report Department of Inland Revenue. (Part II.—Inspection of Weights and Measures, Gas and Electric Light). Presented by Hon. Mr. Nantel, 30th November, 1911.
Printed for distribution and sessional papers.

14. Reports, Returns and Statistics of the Inland Revenues for the Dominion of Canada, for the year ended 31st March, 1911. Part III.—Adulteration of Food. Presented by Hon. Mr. Nantel, 11th January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 8—*Continued.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
Printed for distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1911. Presented by Hon. Mr. Burrell... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 9.

15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, for the year ending 1910. Presented by Hon. Mr. Burrell.
Printed for distribution and sessional papers.

15*c*. Report of the Veterinary Director General and Live Stock Commissioner for the year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 10.

16. Report of the Director and Officers of the Experimental Farms for year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
Printed for distribution and sessional papers.

17. Criminal Statistics for the year ended 1910. Presented by Hon. Mr. Doherty.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

18. Return of the Twelfth General Election for the House of Commons, 1911.
Printed for distribution and sessional papers.

18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons, 1911.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

19. Report of the Minister of Public Works, for the fiscal period ended 31st March, 1911. Presented by Hon. Mr. Monk, 1st December, 1911. Vols. I and II.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 13.

20. Report of the Department of Railways and Canals for fiscal year, 1st April, 1910 to 31st March, 1911. Presented by Hon. Mr. Cochrane, 12th January, 1912.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for season of navigation of 1911.
Printed for distribution and sessional papers.

20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 1st February, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 14.

20*c*. Sixth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1911. Presented by Hon. Mr. Cochrane, 29th March, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 14—*Continued.*

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

21. Report of the Department of Marine and Fisheries, for the year ending 31st December, 1911. (Marine). Presented by Hon. Mr. Hazen, 22nd January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

21*a*. Tenth Report of the Geographic Board of Canada, for year ending 30th June, 1911. Also Appendix Handbook of Indians of Canada.
Printed for distribution and sessional papers.

21b. List of Shipping issued by Department of Marine and Fisheries. Vessels in registry books of Canada, for year 1911. Presented by Hon. Mr. Hazen.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

22. Report of the Department of Marine and Fisheries, 1911. (Fisheries). Presented by Hon. Mr. Hazen, 12th January, 1912.
Printed for distribution and sessional papers.

23. Supplement to the Forty-fourth Annual Report of the Department of Marine and Fisheries for the year ending 31st December, 1910—Marine—Report of the Harbour Commissioners for Montreal, Quebec, &c. Presented by Hon. Mr. Hazen, 22nd January, 1912.. .. ..*Printed for distribution and sessional papers.*

23*a*. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1911. Presented by Hon. Mr. Hazen, 22nd January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

24. Report of the Postmaster General for the year ended 31st March, 1911. Presented by Hon. Mr. Pelletier, 24th November, 1911.
Printed for distribution and sessional papers.

25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Rogers, 12th January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 18.

(This volume is bound in two parts.)

25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1910. Vol. II. and IIII.
Printed for distribution and sessional papers.

25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 19.

25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1910-11.. .. ..*Printed for distribution and sessional papers.*

25*d*. Report of progress of stream measurements for the calendar year 1910.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 19—*Continued.*

26. Summary Report of the Geological Survey Branch, Department of Mines, for calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

26a. Summary Report of the Mines Branch Department of Mines, for the calendar year 1910. Presented by Hon. Mr. Nantel, 11th January, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 20.

27. Report of the Department of Indian Affairs for the year ended 31st March, 1911. Presented by Hon. Mr. Rogers, 11th January, 1912.
Printed for distribution and sessional papers.

28. Report of the Northwest Mounted Police, for year 1911. Presented by Rt. Hon. Mr. Borden, 10th January, 1912... .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 21.

29. Report of the Secretary of State of Canada for year ended 31st March, 1911. Presented by Hon. Mr. Roche, 30th November, 1911
Printed for distribution and sessional papers.

29*b*. Report of the Secretary of State for External Affairs for the fiscal year ended 31st March, 1911. Presented by Hon. Mr. Roche, 11th January, 1912.
Printed for distribution and sessional papers

30. Civil Service List of Canada, 1911. Presented by Hon. Mr. Roche, 30th March, 1912.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 22.

31. Report of the Civil Service Commission of Canada for the period from 1st September to 31st August, 1911. Presented by Hon. Mr. Roche, 12th January, 1912.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 6th March, 1912.
Printed for distribution and sessional papers.

33. Report of the Joint Librarians of Parliament for the year 1911. Presented by Hon. The Speaker, 16th November, 1911... .. ..*Printed for sessional papers.*

33*a*. Report of the Joint Committee Library of Parliament for year 1911. Presented by Hon. The Speaker, 18th March, 1912.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries in Canada for fiscal year ended 31st March, 1911. Presented by Hon. Mr. Doherty, 10th January, 1912.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Hughes, 8th February, 1912.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 23.

36. Report of the Department of Labour for year ending 31st March, 1911. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*a*. Fourth Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*c*. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1911. Presented by Hon. Mr. Crothers, 10th January, 1912.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 23—*Continued.*

37. Report of the Transcontinental Railway Commission for year ending 31st March, 1911. Presented by Hon. Mr. Cochrane.. ..*Presented for distribution and sessional papers.*

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1911. Presented 10th January, 1912, by Hon. Mr. Hazen.

Printed for distribution and sessional papers.

CONTENTS OF VOLUME 24.

39. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1911-12. Presented 20th November, 1911, by Hon. Mr. White.

Not printed.

40. Copy of Order in Council, dated 7th August, 1911, *re* "Extra Pay of Officers, and Men serving in the Naval Service of Canada."

Copy of Order in Council, dated 10th August, 1911, *re* "Payment to Ministers of Religion of various denominations for religious ministration to Officers and Men belonging to the Naval Foces of Canada."

Copy of Order in Council, dated 18th October, 1911, *re* "Regulations for the entry of Naval Cadets for the Naval Service."

Copy of Order in Council, dated 25th October, 1911, *re* "Regulations for Courts Martial." Presented 20th November, 1911, by Hon. Mr. Hazen.. .. .. ..*Not printed.*

40*a*. Copy of Order in Council, dated 7th August, 1911, *re* "Consolidated Allowance in lieu of Lodging, Provisions, Fuel, Light, &c., for the Naval Service of Canada." Presented 29th November, 1911 by Hon. Mr. Hazen.. .. ..*Not printed.*

40*b*. Copy of Order in Council, No. P.C. 2843, dated 16th December, 1911—"Regulations *re* Distinguishing Flag and Pendants to be flown by the Ships of the Royal Canadian Navy." Presented 1st January, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*c*. Copy of Order in Council, dated 27th January, 1912, *re* Gratuities to Widows of Seamen, killed on duty. Presented 8th February, by Hon. Mr. Hazen..*Not printed.*

40*d*. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all Correspondence between His Majesty's Government in Canada and His Majesty's Government in England, subsequent to the last Imperial Conference, concerning the Naval Service of Canada, or in any way connected with it. Presented 15th February, 1912.—*Mr. Lemieux.*

Printed for distribution and sessional papers.

40*e*. Copy of Order in Council P.C., 16/168, dated 27th January, 1912, *re* Daily Rates of Pay and allowances for Bandsmen in the Royal Canadian Navy.—(*Senate*).

Not printed.

40*f*. Copy of Order in Council No. P.C. 186, 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes.—(*Senate.*)..*Not printed.*

40*g*. Copy of Order in Council P.C., 16/168 dated 27th January, 1912, *re* Daily Rates of Pay and Allowances for Bandsmen in the Royal Canadian Navy. Presented 27 February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*h*. Copy of Order in Council No. P.C. 196, dated 30th January, 1912 *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes. Presented 27th February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*i*. Return to an Order of the House of the 5th February, 1912, for a copy of the memorandum of Admiral Kingsmill, dated 9th October, 1911, referred to by the Minister of Marine and Fisheries in answer to a question put to him on the 15th January, 1912. Presented, 11th March, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

41. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended 31st December, 1911, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also, whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

42. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1911, to the 16th November, 1911, in accordance with the Appropriation Act of 1911. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

43. Civil Service Insurance Act. Statement concerning. Presented 20th November, 1912. *Not printed.*

44. Return, in pursuance of Section 16 of the Government Annuities Act, 1908, containing Statement of the business done during the fiscal year ending 31st March, 1911. Presented 21st November, 1911, by Hon. Mr. Foster.. .. ..*Not printed.*

44*a*. Return to an Order of the Senate, dated 8th February, showing:—1. The number of persons who have been appointed to the position of lecturers upon the subject of Annuities under chapter 5, 7-8 Edward VII, "An Act to authorize the issue of Government Annuities for Old Age and Amendments thereto." 2. The names of such lecturers, the amount of salary paid to each, of travelling expenses or payments for any other service rendered in connection therewith. 3. The number of clerks and others employed in connection with the organization and putting into force the provisions of the Annuities Act; and the salaries and wages paid to each one so employed. 4. The total expense incurred in the organization of Annuities Branch of the Public Service, to the end of December, 1911.—(*Senate*).. .. ..*Not printed.*

44*b*. Return to an Order of the Senate, dated 6th February, 1912. showing:—1. The number of annuitants and parties having made payments on account of purchase of same up to the 1st February, 1912. 2. The amount of money paid in to the same date. 3. The number of contracts for annuities entered into in each month from the 1st January, 1911, to the 1st February, 1912. 4. The number of letters received by the officials in charge of the Annuities Branch during same period?—(*The Senate.*).. ..*Not printed.*

45. Report of the proceedings for the preceding year of the Commisioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 24th November, 1911, by Hon. The Speaker.. .. ..*Not printed.*

46. Copies of General Orders promulgated to the Militia for the period between 1st November, 1910, and 2nd November, 1911, inclusive. Presented 24th November, 1911, by Hon. Mr. Hughes.. .. ..*Not printed.*

47. Report of the Commission of Conservation on the Water-Powers of Canada. Presented 28th November, 1911, by Hon. Mr. Burrell.. .. ..*Not printed.*

48. Return respecting Trade Unions under Chap. 125, R.S.C., 1906. Presented 30th November, 1911, by Hon. Mr. Roche.. .. ..*Not printed.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (29th November, 1910), submitted to the Parliament of Canada, under Section 32 of Chap. 19, R.S.C., 1906. Presented 30th November, 1911.—*Hon. Mr. Roche*.. .. ..*Not printed.*

50. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White.*

Printed for sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

51. Statements of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White*... ..*Not printed.*

51*a*. Return respecting work done by Ottawa Improvement Commission for beautifying of Ottawa.—(*Sir Wilfrid Laurier.*) Presented 22nd February, 1912.
Printed for distribution and sessional papers.

51*b*. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, 18th March, 1912.. .. ..*Not printed.*

52. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1911. Presented 30th November, 1911.—*Hon. Mr. White*.. .. ..*Not printed.*

53. Regulations under "The Destructive Insect and Pest Act."—(*For distribution*). Presented 1st December, 1911.—*Hon. Mr. Burrell*
Printed for distribution and sessional papers.

54. Return of Orders in Council passed regulations and forms prescribed between the 1st October, 1910, and 30th September, 1911, in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61 Revised Statutes of Canada, 1906. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55. Return of Orders in Council passed between the 1st of October, 1910, and the 31st July, 1911, in accordance with the provisions of Section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

55*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with provisions of Sub-section (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*c*. Supplementary Return of Certain Orders in Council in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908.—(*Senate.*).. .. ..*Not printed.*

55*d*. Supplementary Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 15th November, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 7th February, 1912.. .. ..*Not printed.*

56. Return of Orders in Council passed between the 1st October, 1910, and the 30th September, 1911, in accordance with the provisions of the Forest Reserve Act, Section 19, of Chapter 10, 1-2 George V. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

56*a*. Return of Orders in Council passed between the 1st Oceober, 1910, and the 30th September, 1911, in accordance with the provisions of the Rocky Mountain Park Act, Section 5 of Chapter 60, Revised Statutes of Canada. Presented 1st December, 1911. —*Hon. Mr. Foster*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

57. Return (in so far as the Department of the Interior is concerned) of Copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 5th December, 1911.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

58. Statement of Expenditure as bounty to deep-sea fishermen for the year 1910-11, pursuant to Chapter 46 of the Revised Statutes of Canada, 1906, intituled: "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels." Presented 5th December, 1911.—*Hon. Mr. Hazen*.. .. ..*Not printed.*

59. Communication from the Right Honourable Baron Strathcona and Mount Royal, G.C.M.G., &c., on the subject of cheaper transmission of press cablegrams, &c.—(*Sessional papers*). Presented 7th December, 1911.—*Hon. Mr. Borden.*

Printed for sessional papers.

60. Report of the Commissioner, Dominion Police Force, for the year 1911. Presented 10th January, 1912.—*Hon. Mr. Doherty*.. .. ..*Not printed.*

61. Return to an Order of the House of the 27th February, 1911, showing all Statutes, regulations, reports and proceedings in the courts of the United States or in the counts of any of the respective States, and all other documents, papers and information of every kind touching or concerning the methods and operations of the meat trust and other trusts and combines in the United States, and touching the results both to the producer and to the consumer of such methods and operations, including all departmental proceedings and reports and other proceedings and reports of the Government of the United States or of any department thereof with respect to the matters aforesaid, and in general all available information in respect to the operations of such trusts and combines in the United States. Presented, 10th January, 1912.—*Mr. Meighen*... .. ..*Printed for sessional papers.*

62. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, letters, telegrams, and other documents in connection with the acceptance of a tender of the McDiarmid Company, Limited, for the construction of the Moosejaw public building, and the cessation of all construction thereof. Presented 10th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

62*a*. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the proposed erection of a public building in the town of Aurora. Presented 10th January, 1912.—*Mr. Armstrong (York)*.. .. ..*Not printed.*

63. Return to an Order of the House of the 30th December, 1911, for a detailed statement of the expenses incurred and paid for the Exposition at Paris in 1900, under the title of payments of the Colonial Committee for space, &c., $87,000 (*See* report of the Auditor General, 1899,D—15). Presented 10th January, 1912.—*Mr. Paquet.*

Not printed.

64. Return to an Order of the House of the 6th December, 1911, showing the expenditure for printing pamphlets, circulars and literature with a view to promoting immigration to Canada during each of the years from and including 1900 to 1911; and the expenditure in the interests of each province for printing pamphlets, circulars and literature entirely devoted to each province during each of the years from and including the year 1900 to 1911; and also, whether the printing was done by contract or under what arrangement and the rate charged. Presented 10th January, 1912.—*Mr. Sutherland*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

64*a*. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all Orders in Council and other papers relating to the appointment of Arthur Hawkes as a special commissioner in the immigration branch of the Interior Department. Presented 10th January, 1912.—*Mr. Oliver*... .. ..*Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st December, 1911, appointing Messieurs Alfred Bishop Morine, Guillaume Narcise Ducharme and Richard Stuart Lake, a Royal Commission to investigate and inquire into the operation of the various departments of the government, with a view to securing increased efficiency and a more thorough organization and co-ordination in the said departments. Presented 10th January, 1912.—*Rt. Hon. Mr. Borden*.. .. ..*Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 29th January, 1912, relative to the appointment of two commissioners, namely: Mr. F. C. Gutelius, C.E., of Montreal, and Mr. George Lynch Staunton, K.C., of Hamilton, to investigate all matters bearing on the actual construction of the National Transcontinental Railway between Moncton and Winnipeg. Presented 6th February, 1912.—*Hon. Mr. Cochrane.*
Not printed.

65*b*. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 12th February, 1912, appointing the Hon. Sir William Ralph Meredith, Chief Justice of the Common Pleas Division of the High Court of Justice of Ontario, a commissioner to inquire into all the circumstances connected with the organization, management, operation and failure of the Farmer's Bank of Canada. Presented 13th February, 1912.—*Hon. Mr. White.*
Not printed.

66. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the interpretation and enforcement of the duties on lumber, together with a copy of all instructions or other communications addressed by circular or otherwise to Collectors of Customs, and a copy of any minute or minutes or rulings or decisions of the Board of Customs during the year 1911. Presented 10th January, 1912.—*Mr. Knowles*... ..*Not printed.*

67. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st November, 1911, providing for the transfer of the Government Annuities Branch from the Department of Trade and Commerce to the Post Office Department. Presented 10th Jannary, 1912.—*Hon. Mr. Pelletier*... .. ..*Not printed.*

68. Return relating to lands sold by the Canadian Pacific Railway Company during the year which ended the 1st October, 1911. Presented 11th January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

68*a*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the "Irrigation Block" of the Canadian Pacific Railway Company in the province of Alberta, sold by that company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.. .. ..*Not printed.*

68*b*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the province of Alberta, sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

69. Return to an Order of the House of the 4th December, 1911, for a copy of all agreements between the Minister of Railways of Canada and any of the Brotherhood Unions or organizations of the employees of the Interclonial Railway since 1898. Presented 15th January, 1912.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

70. Return to an Order of the House of the 29th November, 1911, showing:—1. What persons were appointed to positions in the several departments between the date of the dissolution of the last parliament and the 31st September last. 2. On whose recommendation such appointments were made, and the salary attached to each position. 3. What appointments were made in the several departments between the 21st day of September last and the date of the resignation of the Laurier Ministry, on whose recommendation in each case and the salary of each appointee. Presented 15th January, 1912.—*Mr. Edwards*.. .. ..*Not printed.*

70*a*. Return to an Order of the House of the 22nd January, 1912, for a Return showing how many appointments have been made in the Department of Public Works and Post Office since the 7th day of October, 1911, in the inside service, and in the outside service respectively. Presented 12th February, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

71. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all documents, &c., necessary to bring up to date the statement regarding the matters covered by Sessional Paper 109 of the Session of 1910-11 in reference to Canadian-Australain Trade.—*Mr. Ames.*

Printed for distribution and sessional papers.

71*a*. Return to an Order of the House of the 10th January, 1912, for a copy of all papers and correspondence relating to the negotiations that have been opened by the government for improved trade arrangements with the British West Indies and British Guiana. Presented 26th January, 1912.—*Mr. Murphy.*

Printed for distribution and sessional papers.

72. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence consisting of letters or telegrams, between the Salisbury and Harvey Railway Company or any officer thereof or any person, and the Minister of Railways or any other member of the government or any other person, and the Minister of Railways and Canals, relating to the re-opening of that portion of the railway of the said company between Hillsborough and Albert, and the supplying of rails and other materials for the purpose of repairing and improving the same, and also, of any Orders in Council, agreements and other documents relating thereto. Presented 15th January, 1912.—*Mr. Pugsley*.. .. .. ..*Not printed.*

72*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Hudson Bay Railway, and of all orders suspending work on the same. Presented 15th January, 1912.—*Mr. Neely*.. .. ..*Not printed.*

72*b*. Return to an Order of the House of the 29th November, 1911, for a statement showing the amount of money paid by the Dominion Government to each of the railways in the provinces of Manitoba, Saskatchewan, Alberta, British Columbia and in the Northwest Territories by way of subsidies, and adding thereto the value of lands given as subsidies on the basis of one dollar per acre. Presented 15th January, 1912.—*Mr. McCraney*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

72c. Return to an Address to His Royal Highness the Governor General 30th November, 1911, for a copy of all Orders in Council, petitions, telegrams, letters, agreements, correspondence and all other documents generally in connection with the proposed branch line or lines of railway to connect Montreal with the National Transcontinental Railway. Presented 15th January, 1912.—*Mr. Lapointe (Montreal)*

Not printed.

72d. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Transcontinental Railway Station at Quebec, and all orders suspending work on the same. Presented 15th January, 1912.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

72e. Statement of work done on the National Transcontinental Railway—Eastern Division —to 31st December, 1911, and estimate of cost of completion. Presented 16th February, 1912—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72f. Return to an Order of the House of the 5th February, 1912, for a copy of all documents and of all the correspondence exchanged between A. E. Doucet, district engineer, on district B of the Transcontinental Railway, and of all other persons, relating to the selection of sites for railway stations in the parishes of St. Damien and St. Cajetan d'Armagh, in the county of Bellechasse. Presented, 18th March, 1912.—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72g. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of all minutes of proceedings, records, orders, instructions or other writings made and had, or given or authorized to be made, had or given by the Board of National Transcontinental Railway Commissioners, from the date of the appointment of Mr. R. W. Leonard, as a member of the said Board and chairman thereof, to the present date; also of all letters, telegrams, instructions or other documents made or had or passed, since the said appointment, by and between the Minister of Railways and Canals, or other members of the government, or by any person by authority of the government, and the said Chairman of the Board of National Transcontinental Railway Commissioners, or the Secretary of said Board; also of any Orders in Council relating to the appointment of an asistant chairman or an assistant to the chairman of said Board, together with a copy of all letters, papers, instructions or documents relating thereto; as well as a statement of all payments of monies in the way of salaries or compensation made to the incumbent of the office of assistant chairman or assistant to the chairman of said Board, and of all papers, letters or instructions made, written or received by the said minister or the said chairman, relating to or in any way connected with the payment or authorization of said salary or compensation. Presented 20th March, 1912.—*Hon. Mr. Cochrane.*

Not printed.

72h. Interim Report of the Commissioners of the Transcontinental Railway, being for the nine months ended 31st December, 1911. Presented 22nd March, 1912, by Hon. Mr. Cochrane.. .. ..*Not printed.*

73. Return to an Order of the House of Commons of the 29th November, 1911 (so far as the Department of Agriculture is concerned), for a copy of all letters, telegrams, memorials, resolutions and other documents in the hands of the government, or any department thereof, in connection with the taking of the census in the city of Regina, and all complaints and protests in connection with the same; also, all departmental instructions, memoranda, reports and other documents. Presented 15th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

74. Return showing:—1. The number of messengers in the House of Commons during the last session of the last parliament. 2. The names of the said messengers and the dates of their respective appointments. 3. The number of these messengers who have been relieved from service, their names, at whose request, for what reasons and on what date. 4. By whom have they been replaced. 5. Where are the residences of the new messengers and by whom were they recommended. 6. How many French Canadians hve been dismissed nd by whom have they been replaced. Presented 17th January, 1912.—*Hon. Mr. Speaker*.. .. ..*Not printed.*

75. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1911. Presented 17th January, 1912, by Hon. Mr. Roche.. .. ..*Not printed.*

76. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all correspondence with and from the Secretary of State for the Colonies, or other minister of the Imperial government, in relation to the passage of legislation providing for uniformity in naturalization throughout the empire since the sittings of the Imperial Conference in June last. Presented 19th January, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

77. Return to an Address to His Royal Highness the Governor General of the 7th December, 1910, for a copy of the Report of the Imperial Defence Committee of the Privy Council in England concerning the defence of the empire, communicated to the Canadian Government, and of the despatches and correspondence exchanged between the Imperial and the Canadian Governments relating to the said report. Presented 22nd January, 1912.—*Hon. Mr. Monk*.. .. ..*Not printed.*

78. Return called for by Section 88 of Chapter 62, R.S.C., requiring that the Minister of the Interior shall lay before parliament, each year, a Return of liquor brought from any place out of Canada into the Territories, by special permission in writing of the Commissioner of the Northwest Territories. Presented 22nd January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

79. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, resolutions, telegrams and other communications or memorials in connection with the removal from the Moosejaw Land Office, of John Rutherford, lands agent, and the appointment (either temporary or permanent) of a new incumbent of the office. Presented 23rd January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

79*a*. Return to an Order of the House of the 15th January, 1912, for a copy of all letters, telegrams, reports, papers and correspondence, petitions or memoranda presented to the Government, or the Department of Public Works, or any official thereof, in connection with the dismissal of Captain Peter Decoste from the dredge *Cape Breton*. Presented 26th January, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*b*. Return to an Order of the House of the 17th January, 1912, for a copy of all petitions, letters, telegrams and other documents in the possession of the Department of Public Works relating to the dismissal of Roderick Sutherland, caretaker of the public building at Canso, Nova Scotia. Presented 26th January, 1912.—*Mr. Sinclair.*
Not printed.

79*c*. Return to an Order of the House of the 17th January, 1912, for a copy of all letters. reports or other documents, relating to the removal from office of Mr. Eugene Baldwin, late of the Customs Service at Coaticook, Quebec. Presented 30th January, 1912. —*Mr. McLean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*d*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, letters, petitions, reports, recommendations, declarations, proceedings of inquiry and all other documents relating to the dismissal of Médric Picotte as messenger of the House of Commons and the appointment of his successor, Henry Coffin. Presented 7th February, 1912.—*Mr. Seguin*.. .. ..*Not printed.*

79*e*. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all letters, complaints, charges, telegrams, petitions, memorials, Orders in Council or other documents in the possession or under control of the government, relating to the dismissal of William A. Hattie, from the position of Preventive Officer at Mulgrave, Nova Scotia, and relating to the appointment of a man to fill the vacancy caused by such dismissal. Presented 12th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*f*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, complaints, telegrams, evidence, reports, or other papers, relating to charges against Robert Leithead, James Blair, Duncan Gillis and Calvin McKenzie, all employees of the Intercolonial Railway in the county of Pictou, for partizanship and to the investigation of said charges. Presented 14th February, 1912.—*Mr. Macdonald*..*Not printed.*

79*g*. Return to an Order of the House of the 24th January, for a copy of all letters, telegrams and all other documents, and of all complaints and charges, in any way relating to the suspension of Joseph Venoit, checker on the Intercolonial Railway at Pictou, Nova Scotia. Presented 14th February, 1912.—*Mr. Macdonald*...*Not printed.*

79*h*. Return to an Order of the House of the 7th February, 1912, for a copy of all charges, letters, and other documents relating to complaints against John Connolly, of New Glasgow, coal inspector, for partizanship, the evidence taken in the investigation before H. P. Duchemin, and all other papers in connection therewith. Presented 14th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*i*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, complaints, charges or other documents in the possession of the Department of Customs relating to the dismissal of S. M. Ferguson, Preventive Officer at Oyster Ponds, county of Guysborough, Nova Scotia, and relating to an appointment of a man to fill the vacancy cause by such dismissal. Presented 19th February, 1912. —*Mr. Sinclair*.. .. ..*Not printed.*

79*j*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, letters, telegrams or other documents relating to the dismissal of P. J. Veniot, Collector of Custotms at Bathurst, New Brunswick, and the appointment either permanent or temporary of his successor. Presented 19th February, 1912.—*Mr. Turgeon*.. .. ..*Not printed.*

79*k*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of Luke Day, (of the Department of Public Works), of North Sydney, Cape Breton. Presented 19th February, 1912.—*Mr. McKenzie*.. .. .. ..*Not printed.*

79*l*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence addressed to the Minister of Public Works in connection with the dismissal of George T. Harbour, superintendent of the work at the deep water wharf at Gaspé. Presented 22nd February, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*m*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of D. McDonald, Esquire, M.D. (of the Department of Indian Affairs), of Baddeck, Cape Breton. Presented 26th February, 1912.—*Mr. McKenzie*..*Not printed.*

79*n*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, requests, complaints, or other documents in the possession of the government, or any department thereof, relating to the dismissal of George Cavanagh from the Customs Service at New Glasgow, Nova Scotia. Presented 27th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*o*. Return to an Order of the House of the 14th February, 1912, for a copy of all charges, letters and documents of every kind with respect to the dismissal of John W. Bohan from the position of Preventive Customs Officer at Bath, in the county of Carleton, province of New Brunswick; also, a copy of all references for an investigation on any charges, if any, and a copy of all evidence adduced thereat, together with the recommendation of the official making such investigations. Presented 27th February, 1912.—*Mr. Carvell*.. .. ..*Not printed.*

79*p*. Return to an Order of the House of the 19th February, 1912, for a copy of all papers, letters, documents, &c., relating to the dismisasl of Hector Hamel, assistant appraiser at the Montreal Custom House; and also, relating to his subsequent appointment as preventive officer. Presented 27th February, 1912.—*Mr. Lemieux*. *Not printed.*

79*q*. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, Orders in Council, reports or other documents in the possession of the Department of Customs relating to the dismissal of Lyman C. Smith from the Customs Collectorship at Oshawa, Ontario. Presented 27th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*r*. Return to an Order of the House of the 5th February, 1912, for a copy of the petitions forwarded to the Minister of Public Works praying for the dismissal of Michael Campeau, and the appointment of Honoré Paquette, as caretaker of the Postal Station in Laurier Ward, Montreal. Presented 1st March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

79*s*. Return to an Order of the House of the 19th February, 1912, for a copy of all documents, letters, telegrams, requests, reports, recommendations and correspondence, regarding the removal or dismissal of Alexander R. McAdam, Fishery Officer for the county of Antigonish, and the appointment of a successor to him Presented 4th March, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*t*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, correspondence, petitions, recommendations, complaints and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Fishery Guardians in the county of Guysborough, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*u*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges, or other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Edward Kelly from the position of engineer at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*v*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges or other documents in the possession of the Marine and Fisheries Department relating to the dismissal of David S. Hendsbee from the position of weigher at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*w*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shurtleff, relating to the dismissal of Anson Sheltus, of St. Armand Station, county of Missisquoi, a Preventive Officer of the Customs Department. Presented 5th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

79*x*. Return to an Order of the Senate dated the 30th January, 1912, calling for copies of all letters, papers or other documents in the hands of the government relating to the proposed removal of John Park, postmaster at Orangeville, Ontario.—(*Senate.*)

79*y*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, telegrams, recommendation and memoranda relating to the dismissal of James McPhee as Customs Officer at West Bay, Nova Scotia, and the appointment of a successor. Presented 6th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*z*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and memoranda relating to the dismissal of Allan Kennedy as General Government Telegraph Repairer, Inverness county, and the appointment of his successor. Presented 7th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*aa*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Wenceslas Lebel, of Kamouraska, as preventive officer of the Customs Department. Presented 12th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*bb*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, complaints, charges and other documents connected with or giving any information as to the discharge of Thomas Hale, of Westville, Nova Scotia, as correspondent for the *Labour Gazette*. Presented 12th March, 1912.—*Mr. Macdonald*.. ..*Not printed.*

79*cc*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, petitions, charges, complaints and other documents in the possession of the government or any department thereof, relating to the dismissal of William A. Gerrior, customs preventive officer at Larry's River, N.S., and to the appointment of his successor. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

77*dd*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Auguste Hibert as postmaster at St. Pascal, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ee*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Luc Lizotte as postmaster at St. Pacome, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ff*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints or other dcuments in the possession of the Post Office Department, relating to the dismissal of Captain Alex. Roberts, postmaster at Canso, N.S., and the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*gg*. Return to an Order of the House of the 12th February, 1912, for a copy of all documents, reports, letters, complaints, &c., relating to the dismissal in 1896, of H. St. Amour, postmaster at St. Amour, county of Prescott, and the appointment of his successor. Presented 19th March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*hh*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, complaints or other documents relating to the dismissal of W. H. Harris, postmaster, at White Head, N.S., and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*ii*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents in the possession of the Post Office Department relating to the proposed dismissal of James McGrath, postmaster at Aspen, Nova Scotia. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*jj*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, letters, &c., relating to the dismissal of Louis Girard, postmaster at Ste. Anglèle de Mêrici, county of Rîmouski, and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Lapointe* (*Kamouraska*). *Not printed.*

79*kk*. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, reports or other documents relating to tho removal from office on 1st May, 1903, of John Fraser, postmaster of Stellarton, Nova Scotia. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ll*. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of all petitions, requests, letters, recommendations, Orders in Council or other papers or documents in the possession or under the control of the Honourable the Postmaster General or the Post Office Department, relating to the dismissal of John M. Rogers, postmaster at East Roman Valley, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*mm*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence and papers in connection with the appointment and subsequent dismissal of Eugene Guimond, as postmaster at St. Angele, county of Rimouski. Presented 20th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*nn*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dougald R. Boyle, officer at West Arichat, Nova Scotia, and of all correspondence and telegrams between the Department of Marine and Fisheries or anv official thereof and any other person in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*oo*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dr. J. R. McLeod, port physician at Port Hawkesbury, N.S., the evidence taken before H. P. Duchemin in support of such charges, and his report on the same, and of all correspondence and telegrams between the said H. P. Duchemin and the Department of Marine and Fisheries or any official thereof in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*pp*. Return to an Order of the House of the 4th March, 1912, for a copy of all documents, correspondence, inquiries, accusations, petitions and reports in the Department of Railways and Canals, referring to the dismissal of Mr. Theophile Morice, an officer over the delivery of the coal of the Intercolonial Railway at Rivière du Loup. Pre sented 21st March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*qq*. Return to an Order of the House of the 24th January, 1912, for a copy of all letters, requests, petitions, telegrams, complaints or charges received by the Post Office Department since 10th October, 1911, relating to the postmaster at Glenelg, N.S. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*rr*. Return to an Order of the House of the 18th March, 1912, for a copy of all letters, telegrams, complaints and other documents, relating to charges against Jas. W. Matheson, I.C.R. trackman at Meadowville, Pictou county, N.S., of the evidence taken and other proceedings of the investigation held on said charges, the reports thereon and of all representations in regard to the case from the Brotherhood of Trackmen. Presented 22nd March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ss*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, petitions, reports, charges or other documents in the possession of the Post Office Department relating to the dismissal of J.D. McFarlane, postmaster at Southwest Margaree, Nova Scotia, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*tt*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers and correspondence in connection with the removal of the postmaster at Rathburn, township of Mara, county of Ontario, and the change of the location of the post office at said point. Presented 22nd March, 1911.—*Mr. Pardee*.. .. ..*Not printed.*

79*uu*. Return to an Order of the House of the 6th March, 1912, for a copy of all papers, complaints, letters and other documents connected with or relating to the dismissal of John McLeod as postmaster at Denmark, Colchester county, N.S., and the appointment or suggested appointment of D. McLeod to the vacancy. Presented 22nd March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

79*vv*. Return to an Order of the House of the 28th February, 1912, for a copy of all documents, letters, requests, reports and recommendations in the possession of the Post Office Department, relating to the dismissal of Doué Daoust, postmaster at Alfred, county of Prescott, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*ww*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, papers, inquiries, letters, &c., relating to the dismissal of Thomas Dionne, as postmaster of Caconna, also the dismissal of Miss Saindon, of Cacouna, and the reinstallation of the said Thomas Dionne in the post office at Cacouna. Presented 22nd March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

79*xx*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, recommendations, &c., relating to the request that was made to the Post Office Department for the dismissal of the postmaster at St. Anaclet, county of Rimouski. Presented 22nd March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*yy*. Return to an Order of the House of the 13th March, 1912, for a copy of all letters, papers, documents, memoranda, telegrams and correspondence relating to the resignation of Donald E. McLean, late postmaster at Inverness, N.S. Presented 25th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*zz*. Return to an Order of the House of the 26th February, 1912, for a Return showing the number of postmasters removed from office in Shefford county since the 1st October, 1911; their names, post office addresses, dates of dismissal, reasons therefor, name of complainant in each case, names of new postmaster appointed to replace them;

CONTENTS OF VOLUME 24—*Continued.*

the charges laid against the dismissed postmasters, and whether charges were investigated before their removal from office; dates of different investigations, by whom held and was the accused postmaster present at said investigations in each case; names of any other postmasters in said county who may have charges laid against them; their names, offices, names of complainants in each case and nature of the complaints; will charges be investigated before the accused postmasters are removed from office; application made for these offices and name of applicant in each case. Presented 25th March, 1912.—*Mr. Boivin*.. .. ..*Not printed.*

79*aaa*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Arthur Brymer, fishery officer at L'Ardoise, N.S., and of all telegrams and other communications between the Minister of Marine and Fisheries, or any other officer of his department, and any other persons having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*bbb*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Lawrence G. Power, Superintendent of the Lobster Hatchery at Arichat, N.S., and of all letters, telegrams and other communications between the Minister of Marine and Fisheries or any officer in his department, and any other person, having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*ccc*. Return to an Order of the House of the 13th March, 1912, for a copy of all papers, corrspondence, telegrams, &c., concerning the dismissal of Joachim Godbout, lighthouse keeper at St. Laurent, Isle of Orleans, county of Montmorency. Presented 25th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*ddd*. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers and other documents concerning the proposed investigation against P. L. St. Pierre, postmaster at St. Paul d'Abbottsford, county of Rouville, Que. Presented 27th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*eee*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and of every other document in the possession of the Post Office Department relating to the dismissal of Doctor H. Dupre as postmaster of St. Robert, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*fff*. Return to an Order of the House of the 22nd January, 1912, for a tabulated statement showing the number of dismissals in the Post Office Department since the first day of October, 1911, in the nine provinces of the Dominion. Also, the names of the postmasters so dismissed, the locality, the cause of dismissal, the names of the petitioners praying for such dismissal in each case, and the names of the petitioners opposing said dismissals. Presented 27th March, 1912.—*Mr. Lemieux*...*Not printed.*

79*ggg*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry, and of every other document in the possession of the Post Office Department relating to the dismissal of Madam, the widow of Antoine St. Martin, as postmistress at St. Louis de Bonsecours, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*hhh*. Return to an Order of the House of the 24th January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Joseph Moreau, as postmaster at St. Germain, Kamouraska, in the year 1905. Presented 27th March, 1912.—*Mr. Lapointe*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*iii*. Return to an Order of the House of the 20th March, 1912, for a copy of all papers, telegrams, letters, petitions and affidavits, relating to the dismissal of George Bourgoin, employed as statistician on the Lachine canal, also of all letters exchanged between the Minister of Public Works and the Minister of Railways and Canals concerning said dismissal. Presented 28th March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

79*jjj*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Louis Dechesne, an employee of the Marine Department, on the river Ouelle wharf, county of Kamouraska. Presented 29th March, 1912.—*Mr. Lapointe*.. ..*Not printed.*

79*kkk*. Return to an Order of the House of the 18th March, 1912, for a copy of all charges against A. M. Hatfield, fishery overseer of the county of Yarmouth, N.S., and of all letters, telegrams, and any other communications between the Minister of Marine and Fisheries or any officer of his department, and any other person, having reference to the same, in relation to the appointment of Mr. Hatfield's successor. Presented 30th March, 1912.—*Mr. Law*.. .. ..*Not printed.*

79*lll*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and every other document whatsoever, relating to the dismissal of Mr. J. O. Dauphinais as postmaster of Sorel, county of Richelieu, and also of all letters, requests or other documents relating to the appointment of the new postmaster at Sorel. Presented 30th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*mmm*. Return to an Order of the House of the 11th March, 1912, for a copy of all documents, letters, papers, requests, inquiries and reports respecting the dismissal of Mr. Joseph Clontier, postmaster of St. Adolphe de Dudswell. Presented 30th March, 1912. —*Mr. Tobin*.. .. ..*Not printed.*

80. Return to an Order of the House of the 17th January, 1912, showing:—1. The quantity in tons of anthracite dust and Culm coal imported into Montreal during the year 1911. 2. The quantities of the same imported into other ports of the province of Quebec during the year 1911. 3. The duty collected on this product, if any, under the ruling of the Customs Department; the rate of duty and amount collected. 4. The value of said product as imported and entered at Montreal and the other ports. 5. The quantity in tons and the value of bituminous slack coal imported during the year 1911 into the port of Montreal and the various other ports, respectively, in the province of Quebec, and the duty collected thereon. Presented 25th January, 1912.— *Mr. Macdonald*.. .. ..*Not printed.*

81. Return to an Order of the House of the 15th January, 1912, showing the quantities, the different kinds as far as practicable, and prices of all boots and shoes imported into Canada during each of the fiscal years ending respectively 31st March, 1908, 1909 and 1910, together with the several countries from which the same were imported, giving the quantities, &c., from each country for each year. Presented 2nd February, 1912.— *Mr. Carvell*.. .. ..*Not printed.*

82. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all the correspondence between the Prime Minister of Canada, or any member of the Government, and Messieurs Fielding and Paterson, during the time the latter gentlemen were in Washington last year, on the subject of the negotiations for a Reciprocity Treaty between Canada and the United States. Presented 2nd February, 1912—*Mr. Bradbury*.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

82a. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all correspondence from the 1st day of January, 1910, to the 1st October, 1911, between the Right Honourable James Bryce, British Ambassador at Washington, and the Government of Canada, or any member thereof with reference to the negotiations for Reciprocity Treaty between Canada and the United States. Presented February, 1912.—*Mr. Bradbury.*

Printed for distribution and sessional papers.

83. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of the letters patent relating to the office of Governor General of Canada, of the Commission issued to the present Governor General, and of the instructions accompanying the same. Presented 2nd February, 1912.—*Mr. Macdonald.*

Printed for sessional papers.

84. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of the treaty between Great Britain, the United States and Russia for the suspension of pelagic sealing, and all correspondence regarding the same from the initial negotiations to the present day. Presented 5th February, 1912. —*Sir Wilfrid Laurier*.. .. ..*Printed for sessional papers.*

85. Return to an Order of the House of the 22nd January, 1912, showing whether the government or the Montreal Harbour Commission purchased any cement for its different works, from the 1st January, 1905, to the 21st September, 1911; if so, from whom purchased; the price paid, and were tenders called for before purchasing. Presented 5th February, 1912.—*Mr. Boulay*.. .. ..*Not printed*

86. Copy Fifth Report of the Commission for the Demarcation of the Meridian of the 141st Degree of West Longitude.—(*Senate*).. .. ..*Printed for sessional papers.*

87. Return to an order of the House of the 22nd January, 1912, showing:—1. How many farm labourers and domestic servants have been placed by each employment agent in Eastern Canada, or whom a commission has been paid, during each of the years 1907, 1908, 1909, 1910, 1911, and up to date in the month of January, 1912. 2. The total amount of commission paid to each of such agents in each of the years mentioned, and the counties and provinces in which they are located. Presented 5th February, 1912.—*Mr. Sutherland*.. .. ..*ot printed.*

88. Return to an Order of the House of the 22nd January, 1912, showing how many homestead inspectors were employed in the province of Saskatchewan by the Department of the Interior on 1st October, 1911, and what were their names; names of any of these inspectors who have been dismissed from office; reasons for dismissal; names of persons appointed to the positions so vacanted, giving their previous occupations, respectively. Presented 8th February, 1912.—*Mr. Thompson*.. .. ..*Not printed.*

89. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers, letters, telegrams and other documents relative to prosecutions under the Fishery Act against John McCabe, David Porter, Joseph Foster and Duncan Murray, in the county of Pictou; and also, relating to a suit of Porter *vs.* Murray in the County Court of District No. 5, Nova Scotia, and the connection of the department with the same. Presented 9th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

90. Copy P.C. 19/168 certified extract from the minutes of a meeting of the Treasury Board, held on the 22nd January, 1912, approved by His Royal Highness the Governor General in Council on the 27th January, 1912.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

91. Return to an Address to His Royal Highness the Governor General on the 5th February, 1912, for a copy of all papers, letters, Orders in Council and other documents respecting the superannuation of the Honourable Judges Sir Alexandre Lacoste, J. A. Ouimet and C. J. Doherty. Presented 9th February, 1912.—*Mr. Ethier.*
Not printed.

92. Return showing certain dates returned to Senate by Messrs. A. E. Forget, &c.—(*Senate*).
Not printed.

93. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the erection of an armoury at the town of Sarnia, Ontario. Presented 13th February, 1912.—*Mr. Pardee.*
Not printed.

94. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the Government of Canada and the Government of the province of Quebec, with regard to the extension of the boundaries of the said province. Presented 13th February, 1912.—*Sir Wilfrid Laurier.*
Printed for distribution and sessional papers.

95. Return to an Order of the House of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway; and also, as to the estimated cost of all such work. Presented 13th February, 1912.—*Mr. Emmerson.*
Not printed.

95*a*. Supplementary Return to an Order of the House, of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway and also as to the estimated cost of all such work. Presented 7th March, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

95*b*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, or other documents containing applications or requests for the establishment of a car ferry service between Prince Edward Island and the mainland and of all correspondence, telegrams, reports, survey, and other documents showing the cost of the same, and of widening the gauge of the Prince Edward Island Railway; together with all other information available as to the desirability or necessity of said projects. Presented 7th March, 1912.—*Mr. Pardee*.. .. ..*Not printed.*

96. Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John. Presented 13th February, 1912.—*Mr. Pugsley*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

96a. Supplementary Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John, New Brunswick. Presented 14th February, 1912.—*Mr. Pugsley*... .. ..*Not printed.*

97. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, reports, correspondence and messages respecting a report made in 1904 by H. Boulay of Sayabec, against William Roy, sectionman at Amqui, Intercolonial Railway, and of all that has been subsequently done to give effect to that report. Presented 14th February, 1912.—*Mr. Boulay*.. .. ..*Not printed.*

97a. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, papers, charges, affidavits and other documents relating to a charge against W. W. Gray, coal inspector of the Intercolonial Railway at Westville, Nova Scotia, and of all evidence, documents, reports, or other papers connected with the investigation of said charge by H. P. Duchemin. Presented 14th February, 1912.—*Mr. Macdonald.* *Not printed.*

98. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, ministerial instructions, and any other document, from the Department of Customs relating to a temporary change in the customs tariffs upon the twine used in the headings of lobster traps. Presented 15th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

99. Return to an Order of the House of the 5th February, 1912, for a copy of all papers, memorials, resolutions and letters received from boards of trade, officials or individuals during the years 1908, 1909, 1910, 1911, 1912, respecting the location of a quarantine or inspecting station on Lawlor's Island, Halifax harbour, accompanied by a chart. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all papers, correspondence and Orders in Council, relating to or in any way connected with the surveying and calling for tenders for the construction of the line of railway from Estmere to Baddeck, in the county of Victoria. Presented 16th February, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

100a. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all papers, correspondence, and other Orders in Council in connection with the calling for tenders for the construction of the proposed branch line of railway from Estmere to Baddeck, in the county of Victoria, or bearing upon the reason why none of all said tenders were not accepted. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100b. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, contracts, memoranda, or notice cancelling contracts, and of all other papers and documents in the possession of the Department of Railways and Canals, bearing date after 1st January, 1911, relating to the construction of certain branch lines of the Intercolonial Railway between Sunny Brae and Guysborough and Country Harbour, and between Dartmouth and Dean Settlement, in the province of Nova Scotia. Presented 21st March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

101. Return to an Address to His Royal Highness the Governor General of the 15th January, 1912, for a copy of Orders in Council and all correspondence between the Government and the Winnipeg and Hudson's Bay Railway Company and its successor the Winnipeg Great Northern Railway, relative to the proposed route of said Railway to Hudson's Bay, with all accompanying plans and reports; also a copy of all correspondence relative to the offer of Milburn and Company, Steamship owners, of England, said to have been made to the Government through the said Railway Company to place a line of their steamships on the route between Hudson's Bay and England on the completion of said Railway, and the further offer by the said Milburn and Company to place one of their Baltic steamships at the disposal of the Government for the purpose of making a practical test of the navigability of the route for commercial purposes. Presented 16th February, 1912. —*Mr. Aikins.*

Not printed.

101*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, surveys, plans and maps made or prepared during the year 1911 or this year, in respect of or in connection with the Hudson Bay Railway or the suggested ports at Nelson or Churchill on the Hudson Bay, or relating to the navigation of the Hudson straits. Presented 4th March, 1912.—*Mr. Aikens.*

Printed for distribution and sessional papers.

102. Return to an Order of the House of the 5th February, 1912, for a copy of the inquiry made by the Railway Department respecting the accident incurred by Goffrey Bourque, of Lac au Saumon, in the yard of the Intercolonial Railway at Campbellton, in the month of November or December, 1911; also, for all papers and correspondence exchanged since on this subject. Presented 16th February, 1912.—*Mr. Boulay.*

Not printed.

103. Return to an Order of the House of the 14th February, 1912, for a copy of all correspondence, letters, telegrams, &c., between the King's Printer, the Superintendent of Printing, and the King's Printers' Representatives in Winnipeg, regarding the printing and distribution of the Voters' Lists of the province of Manitoba at the last general elections. Presented 19th February, 1912.—*Mr. Staples*.. .. ..*Not printed.*

104. Return to an Order of the House of the 17th January, 1912, for a copy of the Report of the Board of Engineers appointed for the reconstruction of the Quebec bridge, and of the plans and specifications prepared by them; of all notices calling for tenders; of all tenders received; of the report of the Board on the same, collectively or individually, to the Minister of Railways; of the report of the said minister for the acceptance of tenders, and any Orders in Council awarding contracts for the building of the said bridge. Presented 19th February, 1912.—*Sir Wilfrid Laurier.*

Printed for sessional papers.

105. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council passed during the last ten years relating to the abolition or regulation of tolls on canals. Presented 19th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

106. Return to an Order of the House of the 12th February, 1912, for a copy of all petitions, letters and memorials received by the Minister of Marine and Fisheries since the first day of October, 1911, protesting against the issuing of a fish-trap license to Captain John T. Thorburn, Sand Point, county of Shelburne, Nova Scotia. Presented 22nd February, 1912.—*Mr. Law*.. .. ..*Not printed.*

106*a*. Return to an Order of the Senate, dated 22nd March, 1912, for the production of all petitions and correspondence in relation to the removal of a fish trap at or near McNutts Island, in the harbour of Shelburne.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

107. Return to an Order of the Senate, dated 15th February, 1912, showing the names, position and pay of all persons appointed to the Intercolonial Railway service in the city of St. John, New Brunswick, from 1st September, 1907, to 1st March, 1911.—(*Senate*). *Not printed.*

108. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 22nd February, 1912, referring certain questions to the Supreme Court of Canada in respect to Bill No. 3, of the First Session of the Twelfth Parliament of Canada, intituled: "An Act to amend the Marriage Act." Presented 23ar February, 1912.—*Hon. Mr. Doherty..Printed for sesional papers.*

108*a*. Return to an Order of the House of the 19th February, 1912, for a copy of all letters, petitions, memorials or other documents received by the Prime Minister or any other member of the government, relating to the passage of a federal marriage law or legislation in regard to the so-called effect of the Ne Temere Decree. Presented 25th March. 1912.—*Mr. Macdonald*.. .. ..*Printed for sessional papers.*

109. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, petitions, ministerial instructions and other documents in the possession of the Department of Marine and Fisheries relating to the price from 31st March, 1911, of Dog Fish scrap. Presented 23rd February, 1912.—*Mr. Sinclair.* *Not printed.*

110. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the Territory of Keewatin. Presented 23rd February, 1912... .. ..*Not printed.*

110*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, letters, telegrams, memoranda or correspondence of any kind had between the Dominion Government and the governments of Manitoba and Saskatchewan, or with the Government of Ontario, as to the settlement of the boundaries of said respective provinces; and also, of any agreement or memo. containing any terms of settlement of the questions relating to the boundaries of said provinces or any part thereof; and also, of any documents, letters or representations made to the Federal Government by any person or persons relative to said settlement or the questions involved therein. Presented 26th February, 1912.—*Mr. Macdonald.* *Printed for sessional papers.*

110*b*. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the Government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the territory of Keewatin. Presented 26th February, 1912.—*Mr. Meighen*.. .. ..*Printed for sessional papers.*

111. Return to an Address of the Senate, dated 24th January, 1912, for copies of the contracts betweetn the Government of Canada, and the various steamship companies for the carriage of the mails between England, France and Canada, and all the correspondence relating thereto since the first of January, 1909; also, the agreements, if any, for the carriage of mails via New York. Further, any contracts, subsidy agreements, &c., for the conveyance of mail between Canada and Newfoundland, and the correspondence relating thereto since the first of January, 1909.—(*Senate*). *Printed for sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

112. Memorandum of the Chief Architect to the Deputy Minister of the Department of Public Works relative to the "Forbes Sterilizers" in use in the House of Commons and several departments. Presented 26th February, 1912.. .. ..*Not printed.*

113. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of the Saint John Valley Railway from Saint John to Grand Falls, New Brunswick. Presented 27th February, 1912.—*Mr. Michaud*.. .. ..*Not printed.*

114. Return to an Order of the House of the 14th February, 1912, for a copy of all documents, papers, correspondence, inquiries, evidences, reports, &c., relating to an accident sustained by Alphonse Madore, employed on the Intercolonial at Ste. Flavie, in 1888 or 1889, and to the settling of the claim then made by the said Alphonse Madore to the Department of Railways and Canals. Presented 27th February, 1912.—*Mr. Lapointe (Kamouraska)*... .. ..*Not printed.*

114*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all inquiries, correspondence whatsoever relating to the death of the late Absolon Lavoie, of Amqui, accidentally killed on the Intercolonial Railway at Metis, county of Rimouski, during the summer of 1911. Presented 18th March, 1912.—*Mr. Boulay*..*Not printed.*

114*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers, documents, letters, &c., connected with an inquiry made by the Intercolonial authorities on the loss of a horse killed on the Dalhousie branch, belonging to Mr. Xavier St. Laurent, of Causapscal since 1905. Presented 26th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

115. Return to an Order of the House of the 31st January, 1912, for a copy of all papers, statements, letters, telegrams, statement of claim and application, minutes of the evidence taken on any investigation held, with all reports thereon, and all other documents in any way relating to a claim of Earl Ash, for damages caused by and resulting from the destruction by fire of property owned, occupied and passessed by the claimant, alleged to have been caused by fire and sparks from a locomotive of the Intercolonial Railway of Canada, and operated by said railway. Presented 27th February, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

115*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, evidence taken under investigation by Superintendent Sharp, reports and other documents connected with a claim for damages occasioned by fire to the property of Angus J. McAulay, of Tracadie, Prince Edward Island, on the 16th day of July, 1911. Presented 1st March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

116. Return to an Order of the House of the 26th February, 1912, for a copy of all papers, documents, &c., concerning the incorporation and operations of the Fidelity Trust Company of Montreal. Presented 28th March, 1912.—*Mr. McKenzie*.....*Not printed.*

117. Return to an Order of the Senate, dated the 31st January, 1912, for copies of Acts, documents, correspondence, &c., concerning the expropriation of the properties of F. Turgeon and F. Gunn, in the city of Quebec for the purpose of a Central station.—*(Senate)*.. .. ..*Not printed.*

118. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and correspondence relating to the incorporation and operations of The Provident Trust Company, of Montreal. Presented 1st March, 1912.—*Mr. Lemieux.*
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

119. Return to an Address to His Royal Highness the Governor General of the 10th January, 1912, for a copy of all Orders or Minutes of Council relating to the appointment of commissioners under the treaty with the United States relating to boundary waters, and questions arising along the boundary between Canada and the United States, signed at Wshington, 11th January, 1909; together with a copy of all despatches, letters and telegrams between the Governor General, or the Government of Canada, or any member thereof, and the British ambassador at Washington, or the British Government, or any member thereof, upon that subject; and also, of all letters and telegrams between any member or department of the government and Sir George Gibbons, Mr. Aimé Geoffrion and Mr. Alexander Barnhill, or either of them, relating to their appointment as such commissioners. Presented 1st March, 1912.—*Mr. Pugsley*.. .. .. *Printed for sessional papers.*

120. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence since the first of July, 1896, to the present date, between the Government of Canada and the governments of the several provinces on the subject of assistance to provincial railways and other provincial public works. Presented 1st March, 1912.—*Sir Wilfrid Laurier*..*Printed for sessional papers.*

121. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and documents in the case of Rex *vs.* Sheldon and others. Presented 5th March, 1912.—*Mr. McKenzie*.. .. .. *Not printed.*

122. Return to an order of the House of the 26th February, 1912, for a copy of all papers, correspondence and documents in connection with the case of D. Raymond, petitioner, the Queen's Hotel Company, Limited, respondent, and Guillaume Narcisse Ducharme and others, party defendants. Presented 5th March, 1912.—*Mr. Lemieux.*
Not printed.

123. Return to an Order of the Senate dated 9th February, 1912, showing the terms of lease to the whaling company or companies for whale fishing on the coast of British Columbia, giving the extent of sea over which exclusive rights are given, rent paid, and restriction as to close season, and all other particulars relating to this subject.—(*Senate*).. .. .. *Not printed.*

123a. Return to an Address of the Senate dated 9th February, 1912, for a return showing the term of lease by the government to a company giving rights to exclusive fishing in the fresh water lakes of the Dominion; with all conditions as to time, rent, subletting and close season, and any other information relating to this subject.—(*Senate*).. .. .. *Not printed.*

124. Return to an Address of the Senate, dated 22nd February, 1912, for all correspondence respecting the inefficient postal delivery service at Rothesay, N.B.—(*Senate*).
Not printed.

125. Laid before the House, by command of His Royal Highness the Governor General,—Copy of agreement between His Majesty the King on behalf of the Dominion of Canada, His Majesty on behalf of the province of New Brunswick, and the Saint John and Quebec Railway Company, for the leasing under terms and conditions specified, of the liue of railway when completed, of the company, between Grand Falls and Saint John, N.B. Presented 11th March, 1912... .. ..*Not printed.*

126. Return to an Order of the House of the 22nd January, 1912, or a copy of all correspondence and papers referring to the granting of special aid to the tobacco growers of La Société Co-opérative de la Vallée de Yamaska. Presented 13th March, 1912.—*Mr. Lemieux*.. .. .. *Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the proposed winter harbour at Sarnia, Ontario. Presented 13th March, 1912.—*Mr. Pardee*.. .. .. ..*Not printed.*

127*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario; together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 29th March, 1912.—*Mr. Charlton.*
Not printed.

127*b*. Supplementary Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario, together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 1st April, 1912.—*Mr. Charlton*.. .. ..*Not printed.*

128. Certified extract from the Minutes of a meeting of the Treasury Board held on the 4th March, 1912, approved by His Royal Highness the Governor General in Council on the 9th March, 1912, respecting the term of service and pay of the constables of the Royal Northwest Mounted Police. Presented 13th March, 1912... .. .. ..*Not printed.*

129. Retnrn to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers, relating to the building of a breakwater at Port Richmond, Nova Scotia. Presented 14th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

129*a*. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of a breakwater at Charles Forests Cove, Richmond county, Nova Scotia. Presented 18th March, 1912.—*Mr. Kyte.*
Not printed.

130. Return to and Order of the House of the 4th March, 1912, for a copy of all correspondence between the Intercolonial authorities, the Minister of Railways and the Department of Justice, and all other persons, relating to a claim of the Metapedia Waterworks Company against the Intercolonial, including therein all plans, designs, inquiries, evidences and other reports concerning this matter; also a copy of all plans, designs, notices and correspondence between the Intercolonial authorities and M. P. Laberge, the Dominion Lumber Company and John Fenderson & Co., relating to the placing of an aqueduct pipe on the land No. 170 of the cadastre of St. Pierre du Lac. Presentd 15th March, 1912.—*Mr. Boulay*.. .. ..*Not printd.*

131. Statement of the affairs of the British Loan and Investment Company, as on the 31st December, 1911. Presented 18th March, 1912.. .. ..*Not printed.*

132. Return to an Order of the House of the 6th March, 1912, for a copy of all letters, complaints, charges, and other papers and documents in the possession of the Post Office Department relating to Tracadie Road Post Office, Guysborough, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

133. Return to an Order of the House of the 6th March, 1912, for a copy of the news sent up to date to Magdalen Island by the weekly correspondent appointed by the Postmaster General; also for a copy of the instructions given said correspondent at the time of his appointment. Presented 19th March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

134. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, reports and documents relating to the notice of cancellation of mail contract between Scott Junction and the station in the county of Beauce. Presented 19th March, 1912.—*Mr. Béland*.. .. ..*Not printed.*

134*a*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, correspondence, reports and other documents in relation to the mail contract between River John Railway station and the post office, and between River John and Hodson, respectively, since 1st October, 1911, and as to the cancellation of the contract for said service with Logan and the making of a contract for the same with one Gannon. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*b*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, reports and other documents in relation to the mail contract service between Stellarton station and the post office since 1st October, 1911, and as to the cancellation of the contract for said service with the present contractor. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*c*. Return to an Order of the House of the 5th February, 1912, for a return showing all the contracts for the conveyance of His Majesty's mails, in which notice of cancellation has been given under the terms of the said contract, between 10th October, 1911, and 1st February, 1912, and also the name and address of each contractor and the amount of each contract. Presented 27th March, 1912.—*Mr. Lemieux.* *Not printed.*

135. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of the Parcel Post Convention between Canada and France, and all papers connected therewith. Presented 19th March, 1912.—*Mr. Lemieux.* *Not printed.*

136. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, telegrams, reports, recommendations applications and other documents, relating to the appointment of a post office inspector at Moosejaw, Saskatchewan. Presented 19th March, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

137. Return to an Address to His Royal Highness the Governor General, on the 4th March. 1912, for a copy of all letters, telegrams and petitions, sent to the Government, or any of His Majesty's ministers, praying for the establishment of a separate school system in the Keewatin Territory. Presented 20th March, 1912.—*Mr. Lemieux*...*Not printed.*

138. Return to an Address to His Royal Highness the Governor General of the 28th February, 1912, for a copy of all papers, recommendations to Council, Orders in Council, or any other papers in connection with or having reference to the promotion of Mr. Binks to be Superintendent of the Dead Letter Office. Presented 28th March, 1912.—*Mr. Henderson*.. .. ..*Not printed.*

139. Return dated 12th March, 1912, for a copy of all correspondence between the Anglo-Canadian Chemical Company, and the Department of the Inland Revenue from 1st of January, 1911, to date.—(*Senate*)... .. .. *Not printed.*

140. Return to an Order of the House of the 26th February, 1912, for a copy of all papers on file with the Government and of all letters, telegrams and correspondence between the Labour Department and the Board of Conciliation in relation to the strike now and for some time past existing on the Grand Trunk Pacific Railway west of Winnipeg. Presented 21st March, 1912.—*Mr MacNutt*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

141. Return to an Order of the House of the 5th February, 1912, for a copy of all rulings or decisions made by the Minister of Customs, or the Tariff Board of the Department of Customs, since the 10th of October last, in reference to the duty payable in respect to Jute cloth, traction engines and partially dressed lumber, respectively; and likewise in reference to any other articles imported into Canada concerning which there has been any change in the rate of duty exacted at any time since the said date, as compared to the rate of duty exacted on such articles respectively immediately prior to said date. Presented 21st March, 1912.—*Mr. Turriff*.. .. ..*Not printed.*

142. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions or other papers relating to any change or proposed change of postmasters at Powassan between 1st January, 1906, and 1st January, 1912. Presented 22nd March, 1912.—*Mr. Arthurs*.. .. ..*Not printed.*

143. Return to an Order of the House of the 13th March, 1912, for a return showing the rural mail routes established by the present Government; the number of requests received by the Post Office Department for the establishment of rural mail routes; the number of applications granted; the number not granted, and the reasons therefor. Presented 22nd March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

144. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council, petitions and memorials, passed or received by the Government of Canada, respectively, since 1se July, 1908, relating to foreign shippings engaged in the coastwise trade in Canada; and also a copy of all correspondence between the Government or any departments thereof and any person, company or corporation relating to the same. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

145. Return to an Order of the 26th February, 1912, for a return showing the various loans made by the Government of Canada since the year 1900; the periods for which they were made; where contracted; rate of interest; commissions paid and to whom; net proceeds per cent of each loan; will future loans be asked for by public tender, if so where? Presented 25th March, 1912.—*Mr. Lapointe (Montreal)*.. .. .. ..*Not printed.*

146. Return to an Order of the House of the 19th February, 1912, for a return showing the number and capacity of cold storage establishments in each of the principal cities of Canada; the kiud and quantity, approximate value of food stuff and produce contained in each of these establishments, during the months of November and December, 1911, and January, 1912. Presented 25th March, 1912.—*Mr. Verville.*

Not printed.

147. Return to an Order of the House of the 17th January, 1912, for a copy of the Judgment of the Judicial Committee of the Privy Council in the case of the King *vs.* The Burrard Power Company, and of all Orders in Council for the transmission to the government of the province of British Columbia of the administration of all water rights in the Railway Belt; together with e copy of all correspondence between the Government of British Columbia and the Government of Canada with regard to the same. Presented 25th March, 1912.—*Sir W. Laurier*.. .. ..*Not printed.*

148. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and memoranda from the government of British Columbia, and all other papers relating to negotiations affecting the exportation of salmon, the boat rating in canneries, the system of issuing licenses aud the restriction of licenses to Asiatics in the province of British Columbia, and all Orders in Council made in regard to any of these matters since 1st October, 1911. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Concluded.*

149. Return to an Order of the House of the 19th February, 1912, for a return showing the date of the appointment of Mr. H. P. Duchemin to investigate complaints against government officials in Nova Scotia; the remuneration he is to receive for his services, the daily allowance specified for his travelling and living expenses, full detail of his remuneration and expenses, the amount paid him so far; any account or statement presented which has not been paid, the gross amounts for which accounts have been paid. The names of any other parties conducting investigations in Nova Scotia, their remuneration, the number of the commissioners appointed in all the provinces by the present government or any department, to investigate charges of political partisanship on the part of officials, their names and addresses, and the dates of appointment and remuneration, including allowance for expenses. Presented 27th March, 1912.—*Mr. Sinclair*.. .. .. .

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1910, TO MARCH 31, 1911

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1906 Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 20—1912]

To Field Marshal, His Royal Highness Prince ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn, and Earl of Sussex, in the Peerage of the United Kingdom, Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; one of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1910 to March 31, 1911.

F. COCHRANE,
Minister of Railways and Canals.

CONTENTS

Report of the Deputy Minister.

APPENDICES.

Part I. Statements of Accountant of Department.

II. Statements of the Departmental Solicitor, including—
Agreements for the construction of railways.
Contracts entered into.
Water power and other public property leased.
Property conveyed.
Damages released.

III. Reports of the Government Railways Managing Board and other officers.
Report of Government Railways Provident Fund Board.

IV. Reports of the Government Chief Engineer for the Western Divison of the National Transcontinental Railway.

V. Report of the Board of Engineers, Quebec Bridge.

VI. Reports of the Chief Engineer of the Department and Superintending Engineers and Superintendents of Canada.

VII. Diagrams of locks.
Canal routes and lock dimensions.

VIII. Miscellaneous.
Intercolonial Railway, distances on.
Windsor Branch Railway, distances on.
Prince Edward Island Railway, distances on.
Abstract statements of yearly traffic on the Government Railways.
Abstract statements of cost of canal construction and enlargement.
Dates of opening and closing canals, season 1910.
Comparative statement of canal freight, seasons 1909 and 1910.

IX. Railway Subsidies, Acts respecting.

MAPS.

(In separate pocket.)

1. General map of the Dominion.
2. Northern parts of British Columbia and Alberta.
3. Southern parts of British Columbia and Alberta.
4. Manitoba and part of Saskatchewan.
5. Ontario and Manitoba.
6. Ontario and Quebec.
7. Nova Scotia, New Brunswick, Prince Edward Island and part of Quebec.
8. Sault Ste. Marie Canal.
9. Welland Canal.
10. Trent Navigation and Murray Canal.
11. St. Lawrence, Ottawa, Rideau and Richelieu Canals.

REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDED MARCH 31, 1911

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1911.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department are given in appendices. These include the report of the Government Railways Managing Board; the report of the Government Chief Engineer of the western division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the Department.

In Part I, will be found statements of the accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by parliament, of railway enterprises in various parts of Canada other than the government roads, aggregate as follows:—

The total railway expenditure amounted to $36,301,979.24, of which $24,760,029.58 was charged to capital, $1,503,070.89 to income, and $10,038,878.77 to revenue.

The railway expenditure on capital account included $23,488,208.40 for the eastern division (from Moncton to Winnipeg), of the National Transcontinental Railway, which is in course of construction by a board of commissioners, $184,149.81 for the Hudson Bay railway, and $227,563.40 for the Quebec Bridge.

The railway expenditure on income included a total of $1,284,892.04 paid as subsidies to railways other than the government roads, $164,392.32 for the Board of Railway Commissioners for Canada, and $21,619.34 for inspection of the Grand Trunk Pacific railway.

The expenditure on the Intercolonial railway amounted to $10,358,845.85, namely, on capital account $762,869.06, and on revenue account (working expenses) $9,595,976.79. On the maintenance of the Windsor Branch the expenditure was $17,797.98, charged to revenue account.

On the Prince Edward Island railway, the total expenditure was $518,424.56, of which $94,320.56 was charged to capital and $424,104 to revenue.

The expenditure on canals aggregated $3,875,978.05; of which $2,349,474.49 was chargeable to capital account, $440,269.03 to income, $595,894.79 for staff, and $490,339.74 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $2,369.52, the total expenditure for the year on railways and canals was $40,180,326.81.

The total revenue derived from the railway and canal works was $10,470,532.87, of which the railways produced $10,249,394.38, and the canals $221,138.49*, the sum of $187,908.53 being derived from hydraulic rents.

The total government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1911, amounts, on capital account, to $261,414,694.87, including the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line, and also the amount $660,683.09 expended on the Annapolis and Digby railway. In addition, there has been expended from the consolidated fund a total of $214,073,844.19, covering the operating expenses of the government roads, and $42,735,008.32 subsidies to railways other than the main line of the Canadian Pacific railway, making a total expenditure of $475,489,401.56. Of this amount the sum of $13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial railway system, $10,766,725.54, and on the construction of the Prince Edward Island railway $3,114,735.11.

The total government expenditure on canals prior to and since July 1, 1867, to March 31, 1911, the close of the fiscal year, amounts on capital account to $99,331,923.86, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs to $30,868,547.06, making a total of $130,200,470.92.

The total expenditure on the two branches, railways and canals, up to March 31, 1911, is as above, $605,689,872.48; adding to which, for general expenditures embracing both, the further sum of $812,727.84, the grand total expenditure amounts to $606,502,600.32.

---

* Under the authority of an order in council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

† This amount does not include the annual payment of $119,700 to the provincial government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, Ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

The total revenue collected since July 1, 1867, to March 31, 1911, amounts, from the government railways to $157,406,587.23, and from the canals to $14,377,492.63, making a total of $171,784,079.86.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the Appendices, Part I, herewith.

GOVERNMENT RAILWAYS IN OPERATION.

The government railways are the Intercolonial, the Windsor Branch (maintained only, and leased for operation), and the Prince Edward Island railway.

Details respecting these railways and their operation will be found in the appendices, Part III, containing reports from the Government Railways Managing Board, and the officials of these roads.

The gross earnings of the government roads for the twelve months ended March 31, 1911, amounted to $10,249,394.38; the working expenses of the Intercolonial and the Prince Edward Island railways, and the maintenance of the Windsor branch, amounted to $10,037,878.77, showing a profit of $211,515.61.

The Intercolonial railway working expenses amounted to $9,595,976.79; its earnings amounted to $9,863,783.40; a profit of $267,806.61. It should, however, be observed that although this is set down as the net profit of the year, an amount of $200,000 was, at the end of the year, taken from the revenue and charged against the working expenses of the road, being in addition to the usual $25,000 a month placed in 'suspense acount,' as a fund from which payments may be made for renewals of the equipment of the railway. The action was explained to parliament by the late minister last session when discussing the estimates for the current year. If this amount, which is still available, had not been so taken, the net profit of the year would have been $467,806.61.

The Windsor branch maintenance expenditure amounted to $17,797.98; the government earnings amounted to $48,191.43, leaving a profit of $30,393.45.

The Prince Edward Island railway working expenses amounted to $424,104; its earnings amounted to $337,419.43, the deficit being $86,684.45.

INTERCOLONIAL RAILWAY.

On March 1, 1898, the operations of the Intercolonial were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the government line.

The leasing agreement with the Grand Trunk railway company, dated February 1, 1898, was confirmed by the Act 62-63 Vic., chap. 5, (1899). Its term extends for a period of ninety-nine years from March 1, 1898; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canada Eastern railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1·33 mile, was surrendered to the government.

The length of road in operation during the year was 1,455·63 miles, an increase of 8·50 miles, namely from Indiantown to Blackville Junction. 25·04 miles are double-tracked. This is irrespective of spur lines and sidings and tracks in yards, the aggregate length of which was 388·68 miles.

CAPITAL ACCOUNT.

The expenditure for the past fiscal year ended March 31, 1911, on capital account amounted to $765,897.57, against which is a credit of $3,600; leaving the total $762,297.57 and making the total expenditure on the whole road as amalgamated under the Acts 54-55 Vic., chap. 50, (1891) and 62-63 Vic., chaps. 5 and 6. (1899), together with the acquired Canada Eastern railway, $95,035,371.08.

The principal items charged to capital during the year were as follows (omitting cents): for diversion of line at Chatham and branch to wharf, $149,976; for the new locomotive and car shops with equipment, and new freight yard at Moncton, $80,437; new machinery for shops, $37,983; Moncton cut-off, $53,857; increased accommodation at Halifax, $39,795; engine house, machine shops, &c., at Rivière du Loup, $62,347; Sydney Mines diversion, $100,000; and for buildings and property at Campbellton $75,000.

REVENUE ACCOUNT.

Expenditures on revenue account are grouped under five main heads, each divided into a number of sub-heads.

The main heads and the expenditures under them for the fiscal year ended March 31, 1911, are as follows:—maintenance of way and structures, $1,811,711.35, against which is a credit of $7,621.67 for maintenance of joint tracks, yards, &c., leaving the net amount $1,804,089.68, maintenance of equipment, $2,228,215.52; traffic expenses, $196,228.65; transportation expenses, $5,223,309.14, against which is a credit of $79,076.06 for operating joint yards and terminals, making the net expenditure under this head, $5,149,139.46; general expenses, $222,610.17.

The aggregate expenditure under these five heads for the year was $9,595,976.79.

Details of these expenditures will be found in the statements of the Comptroller, Part III, of the appendices.

The gross earnings of the year, $9,863,783.40, were derived as follows:

The passenger earnings amounted to $2,899,419.82; the freight earnings were $6,344,595.66; the mail and express earnings were $449,797.44 and the miscellaneous earnings amounted to $169,970.48. The revenue derived from transportation was 98·05 per cent of the gross.

The gross earnings per mile of railway (1,455·63 miles), were $6,776.30; per engine mile, $1.11; per train mile, $1.42 and per car mile 10·12 cents.

The total engine mileage was 8,904,048; the total train mileage 6,970,346; and the total car mileage, 97,506,352.

The expenses per mile of railway were as follows: maintenance of way and structures, $1,239.39; maintenance of equipment, $1,527.80; traffic expenses, $134.81; transportation expenses, $3,537.40; and general expenses, $152.93; making a total of $6,592.33.

The expenses per train mile were: maintenance of way and structures, 25·88 cents; maintenance of equipment, 31·91 cents; traffic expenses, 2·82 cents; transportation expenses, 73·87 cents; and general expenses, 3:19 cents, making a total of 137:67 cents.

The ratio of expenses to gross earnings was as follows: maintenance of way and structures, 18·29 per cent; maintenance of equipment 22·55 per cent; traffic expenses, 1·99 per cent; transportation expenses, 52·20 per cent; and general expenses 2·26 per cent.

Comparing the twelve months ended March 31, 1910, with the corresponding period ended on March 31, 1911, the gross earnings last year showed an increase of $595,548.41. The passenger traffic produced an increase of $133,535.16; the freight traffic an increase of $295,711.48; and the mails and express an increase of $166,301.77. The increase per mile of railway was $371.74, and per train mile 3 cents.

A comparison of working expenses for the same periods shows an increase in the year 1910-11, of $950,906.46, or per mile of railway, of $618.39, and per train mile of 8·67 cents.

GENERAL NOTES RE INTERCOLONIAL RAILWAY.

The number of passengers carried was 3,232,895, an increase, compared with the previous year, of 110,571. There was an increase of 94,888 in the number of local passengers, and of 15,683 in the number of through passengers.

Of revenue producing freight 4,101,400 tons were carried, an increase, compared with the previous year of 174,160 tons. The local freight was increased by 126,795 tons, and the through freight by 47,365 tons. In addition, supplies were carried for the railway, such as ties, rails, station supplies, &c., to the extent of 179,554 tons, making the total freight carried 4,280,954 tons.

Details as to the principal items will be found in the statements of the Comptroller Appendix III, and are classified as follows: Products of agriculture, 426,011 tons; of animals, poultry, fish and their products, 84,563 tons; products of mines, 1,261,598 tons; products of forests, 1,012,404 tons; manufactures, 773,301 tons; miscellaneous, 535,037 tons.

The rolling stock equipment will be found described specifically in the report of the mechanical accountant Appendix Part III. The principal item is the purchase, from revenue, of 1 passenger and 10 freight locomotives, 9 of which replaced 26 old small type locomotives; the total tractive power of the 9, however, is 338,697 lbs. against 302,721 lbs. of the 26 old ones; and though the total number of locomotives is reduced from 414 to 397, the tractive power is increased by 35,976 lbs.

The value of stores on hand at the close of the year was $1,149,303.45, comprising fuel, $229,059.51; roadway and bridge material, $418,888.43; and miscellaneous, $501,355.51.

The following comparative statistics dealing with traffic will be of interest:—

In 1909-10, the average tons of freight carried per train, producing revenue, was 260·02, and the number of passengers 58·99; in 1910-11, the average freight tonnage was 260·21, and passengers 61·41.

1909-10, the average tons per loaded car, producing revenue, was 17·23, and the number of passengers 9·62; in 1910-11, the number of tons was 17·23, and of passengers, 9·68.

The number of tons per train, all freight, in 1909-10, was 264·26, and in 1910-11, 265·28.

The number of tons per car, all freight, in 1909-10, was 17·51, and in 1910-11, 17·57.

The average distance each ton of freight was carried in 1909-10, was 271·69 miles, and in 1910-11, the average distance was 274·47 miles. The average distances passengers were carried in those years were 48·73 miles, and 50·40 miles respectively.

The average number of loaded cars per train in 1909-10, was 15·09 cars of freight and 6·13 cars of passengers; in 1910-11, the number of freight cars per train was 15·10, and of passengers, 6·34.

The average number of empty cars per train in 1909-10, was 3·13, and in 1910-11 2·63.

In 1909-10, the average of train miles per mile of road was, for freight, 2,835·59; and for passengers, 1,782·07; in 1910-11, these figures were, respectively, 2,971·98 and 1,816·56.

In 1909-10, the average per mile of road of revenue producing freight carried one mile was 737,317·14 tons, and passengers 105,131·40; in 1910-11, the figures were freight, 773,350·73 tons, and passengers, 111,553·91.

The number of tons, all freight, per mile of road carried one mile in 1909-10, was 749,338·04, and in 1910-11, 788,413·82.

The train mileage in 1909-10, was: passenger, 2,578,885 miles; freight 4,103,468 miles; in 1910-11, passenger, 2,644,241 miles; freight, 4,326,105 miles.

The loaded car mileage in 1909-10, was 61,916,687 miles, and in 1910-11, 65,317,976 miles.

The empty car mileage in 1909-10, was 12,843,789 miles, and in 1910-11, 11,367,591 miles.

The caboose car mileage in 1909-10, was 3,802,680 miles, and in 1910-11, 4,048,224 miles.

The steam motor car mileage (passenger) was 16,563 miles in 1909-10, and 5,691 miles in 1910-11.

The total car mileage of 1909-10 was: passenger, 15,821,472 miles, and freight, 78,563,156 miles; in 1910-11 the figures were passenger, 16,772,561 and freight 80,733,791.

The total freight moved in 1909-10, was 4,071,692 tons; of this quantity 3,927,240 tons were revenue producing. In 1910-11, the total freight moved was 4,280,954 tons, of which 4,101,400 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1909-10, $604.87, or per car mile .0171 of a cent; and in 1910-11, $615.06, or per car mile, ·0167 of a cent.

Repairs to freight cars cost, per car, in 1909-10, $38.16, or per car mile, ·0062 cent; and in 1910-11, $45.26, or per car mile, 0070 of a cent.

Repairs to locomotives cost, per locomotive, in 1909-10, $1,504.72, or per locomotive mile, ·027 of a cent, and in 1910-11, $1,585.65, or per locomotive mile, ·0740 of of a cent; and in 1910-11, $45.26, or per car mile, ·0070 of a cent.

The value of stores on hand at the close of the year was $1,149,303.45 comprising fuel, $229,059.51; railway and bridge material, $418,888.43; and miscellaneous, $501,355.51.

The railway has been exceptionally unfortunate in loss by fires that have occurred during the past year at Halifax, Campbellton, Sacrè Cœur, Sydney, St. John and Truro. The fire at Campbellton, which practically destroyed the whole town, consumed the whole of the railway buildings, except the superintendent's dwelling. A new 28-stall enginehouse has been built to replace that destroyed.

The railway, its structures, and rolling stock have been maintained in good condition.

Full particulars as to the various works of improvement and repairs carried out during the year, and as the mechanical department and the rolling stock will be found in the appendices hereto; also the several statements of the comptroller in regard of the expenditures, &c.

WINDSOR BRANCH.

The road is 32 miles in length. It extends from Windsor Junction on the Intercolonial railway, to Windsor.

The railway is operated by the Dominion Atlantic Railway Company, formerly the Windsor and Annapolis Railway Company. The company pay all charges in connection with the working of the traffic, two-thirds of the gross earnings being allowed them, the government taking the remaining one-third, and assuming all cost of maintenance of the road and works. This arrangement is carried out under an agreement dated December 13, 1892, which extends for a further term of twenty-one years, arrangements similar to those made in 1871.

All charges for superintendence and supervision of maintenance of work are borne by the government; the duty of supervision is performed by the chief officers of the Intercolonial railway.

The gross government receipts for the twelve months of the fiscal year ended on March 31, 1911, amounted to $48,191.43. The cost of maintenance aggregated $17,797.98, leaving a profit of $30,393.45. The government share of the receipts showed a decrease of $12,462.55 compared with the previous year.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. The length of the road operated was the same as in the previous year 267·5 miles.

CAPITAL ACCOUNT.

There was an addition of $94,320.56 to the capital account expenditure during the past year ended March 31, 1911, making the total capital expenditure up to that date, $8,559,685.47. The added expenditure included $17,056.22 for increased accommodation at Charlottetown, and $72,278.09 for the branch line from Harmony to Elmira, a distance of 9·9 miles, the construction of which was placed under contract during the previous year.

REVENUE ACCOUNT.

The gross earnings of the year amounted to $337,419.55, and the working expenses to $424,104, making an excess of expenditure over earnings of $86,684.45. Compared with the previous year, there was an increase of $18,344.81 in the gross earnings, and a decrease of $3,179,73 in the working expenses.

The expenditure on revenue account (working expenses) is classified, as to the Intercolonial railway, under five heads, with their several sub-heads. It comprises 'Maintenance of way and structures,' $117,249.08; 'maintenance of equipment,' $81,529; 'traffic expenses,' $1,159.68; 'transportation expenses,' $210,396.42; 'general expenses,' $13,769.32.

The number of passengers carried was 356,761, an increase compared with the preivous year of 5,723, producing $142,503.41, an increase of $2,426.58. Of freight, 108,263 tons were carried, an increase of 2,522 tons producing $158,841.61, an increase of $5,468.50. The earnings for mails and sundries amounted to $36,074.53, an increase of $449.73 compared with the previous year.

The freight carried was agricultural products, 28,944 tons; animals, poultry and fish and their products, 14,435 tons; products of mines, 12,074 tons, forest products (lumber), 12,265 tons; manufactures, 7,798 tons; miscellaneous commodities, 32,727 tons.

The engine mileage aggregated 452,089 miles, the train mileage, 331,680 miles and the car mileage, 2,113,014 miles.

The gross earnings per mile of railway amounted to $1,263.74; per engine mile, 74·64 cents, per train mile 101·73 cents; and per car mile to 16·00 cents.

The working expenses per mile of railway amounted to $1,588.40, and per train mile to 127·86 cents.

The value of stores on hand on March 31, 1911, was $61,007.05, including fuel, $18,044.18.

The road and its structures have been maintained in efficient condition.

Full details will be found in the report of the superintendent and other officials in the appendices hereto, Part III.

GOVERNMENT RAILWAYS PROVIDENT FUND.

The Act of 1907, chap. 22, establishing a fund to be known as 'The Intercolonial and Prince Edward Island Railway Employees' Provident Fund' came into effect on April 1, 1907. The main feature is that a contribution of 1½ per cent of each month's salary and wages will be made by each employee to the fund, to which a like

amount will be added by the railway. Interest at 3 per cent per annum will be allowed on the employee's contribution. On retirement, after a certain length of service, the employee will receive for the rest of his life a monthly allowance for each year of his service, equal to 1½ per cent of his average monthly salary or wages for the preceding eight years; the minimum allowance to be $20 a month, and the maximum two-thirds of his said average monthly pay. The fund is administered by a board of five persons, three of whom are officers of the railway, the remaining two being elected annually by the contributing employees. By the amending Act of 1909, chap. 20, the Government Railways Managing Board nominates one of its members as chairman of the Provident board.

The fourth annual report of the board, which is printed in the appendices hereto, shows that at the beginning of the fiscal year, April 1, 1910, there was a balance to the credit of the fund of $255,585.08, and that during the past fiscal year the contributions of the railway employees amounted to $71,296.42; adding to this a like contribution from the government railways and the sum of $1,083.83 for refunds, &c., together with interest accrued $7,079.36, the total of the fund for the year aggregated, $406,341.11. The total expenditure during the year was $132,861.10, of which $121,014.34 was paid out in retiring allowances, leaving at the credit of the fund on March 31, 1911, the sum of $273,480.01.

In the course of the year 51 employees were retired and pensioned, and 23 pensioners died.

During the four years that the system has been in operation, the total contributions by employees amount to $299,260.27, and the total contribution by the railways also to $299,260.27. The number of employees pensioned is 449, of whom 68 have died, leaving 381 in enjoyment of their allowances at the close of the fiscal year 1911. The total paid for retiring allowances is $312,623.21.

SURVEYS FOR A RAILWAY TO HUDSON BAY.

In my report for the year 1909-10 I summarized the information obtained from a general progress report made under date September 8, 1909, by Mr. John Armstrong, the Chief Engineer of the survey, which report was printed in the appendices. It dealt with two routes leading from Le Pas, one to Fort Churchill, and the other to Port Nelson, the first 150 miles from Le Pas being common to both.

During the past year, surveys have been successfully carried on for the revision of the location, in order to improvement of grades and alignment, and lessening the cost of construction.

No determination had been made, at the close of the year, as to the point on Hudson bay to be adopted as the terminus of the line.

Some progress towards the building of the road was, however, made by the letting of contracts for the substructure and superstructure of the bridge to carry the railway over the River Saskatchewan at Le Pas, a work that will be necessary, in any case, for either of the routes that may be selected. This bridge will consist of four fixed spans, and one swing span, with roadways, one on each side of it, for ordinary traffic; the greater portion of the substructure has been completed.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3 Edward VII., chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an order in council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through government leased water powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make, annually, a report of its proceedings, which report is laid before parliament. The report for the year ended March 31, 1911, has been received, and will be laid before parliament in due course.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean, at or near Port Simpson or some other port in British Columbia, as may be agreed upon. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the government under four commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and

operated by the company, who undertake to construct, at their own cost and to maintain and operate, the western division. The lease of the eastern division is to be for a period of fifty years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped by the company, the first equipment to be of a value not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; this amount is not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky Mountains (such limit to be established by the Chief Engineer of the company and the Chief Engineer of the government, as the result of actual surveys). This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chapter 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the 'Lake Superior Branch.'

Payments from the proceeds of the bonds of the company for work done, &c., on the western division, are made from time to time on certificates given by the government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the 'prairie' section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the 'prairie' section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department was duly made; the mortgage deed being dated May 22, 1909.

The several government expenditures (on the eastern division) to be made under the above-mentioned Acts and agreements are to be so made from appropriations by parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to parliament.

The headquarters of the board are in the city of Ottawa.

The report of the board for the fiscal year ended March 31, 1911, has been prepared, and will be laid before parliament in due course.

The following summary shows the position at the close of the year.

EASTERN DIVISION.

(Moncton to Winnipeg).

The entire line from Moncton to Winnipeg is under contract, the distance being 1804·73 miles.

Of this distance, 1,388 miles are graded. The track is laid for a distance of 1,064·70 miles of main line, with 199·76 miles of sidings; total 1,264.46 miles. The total percentage of work done is 68·56 per cent of the whole.

The work is divided into six districts; the first being westward from Moncton.

District 'A,' 256.61 miles.—252·55 miles are graded, and the main track is laid for 249·92 miles; also 50·60 miles of sidings; 206,49 miles of telegraph have been built. The expenditure for construction during the year was $3,653,724.59. 94·86 per cent of the work has been done.

District 'B,' 578.19 miles.—419·75 miles are graded, and the main track is laid laid for 325·13 miles; also 28·05 miles of sidings; 186·60 miles of telegraph have been built. This district extends east and west of the Quebec bridge. The expenditure during the year on construction was $6,347,464.58, and on transport, $14,502.27. 65·54 per cent of the work has been done.

District 'C,' 121.94 miles.—74·3 miles have been graded; no track has been laid. The expenditure during the year on construction was $1,457,492.24, and on transport $17,176.48. 27·43 per cent of the work has been done.

District 'D,' 276.11 miles.—201·55 miles have been graded, and 191·38 miles of main track laid; also 31·56 miles of sidings; 124·65 miles of telegraph have been built. The expenditure during the year on construction was $3,976,516.99, and on transport, $33,497. 55·80 per cent of the work has been done.

District 'E,' 195.19 miles.—81·50 miles have been graded; no track laying has been done. The expenditure on construction during the year was $1,106,861.91, and on transport, $17,611.07; 29·73 per cent of the work has been done.

District 'F,' 376.09 miles.—This brings the road into the city of Winnipeg, on the west side of Water street, the Red river being crossed between St. Boniface and Winnipeg. It includes the construction of yards and locomotives and other shops at Springfield (Transcona), a point about 6 miles east of Winnipeg. The locomotive shops are completed, and the machinery is being installed. The double track bridge substructure over the Red river is completed, and the steel superstructure is nearly completed. Out of the total mileage of this district, 358·35 miles have been graded, and 298·27 miles of main track have been laid; also 89·554 miles of sidings; 266·99 miles of telegraph have been built. The expenditure during the past year on this district amounted, for construction, to $6,612,845.89, and for transport to $11,573.60. 86·38 per cent of the work has been done.

The expenditure for the fiscal year ended March 31, 1911, on the entire eastern division amounted, as is shown in the statement of the Accountant of the Department, Appendix, Part I, to $23,488,208.40. This statement shows the total expendi-

ture on the eastern division up to March 31, 1911, to be $95,423,085.48, the expenditures yearly being as follows:

1904	$ 6,249 40
1905	778,491 28
1906	1,841,269 95
1907	5,537,867 50
1908	18,910,449 41
1909	24,892,422 68
1910	19,968,126 86
1911	23,488,208 40
Total	$95,423,085 48

The total expenditure, shown by the report of the commissioners since their organization in September, 1904, to March 31, 1911, is $95,406,697.61.

The questions in dispute between the commission's engineers and the engineers of the Grand Trunk Pacific Railway in regard of classification of material on Districts 'B' and 'F', and as to returns of rock moved outside the regular section in rock cuts, which have been dealt with by a board of three arbitrators, as provided in the company's agreement with the government, the board being composed of the Chief Engineer of the Commissioners, the Chief Engineer of the Company and Mr. Collingwood Schreiber, as the third arbitrator, have been finally settled during the past year.

By an order in council of June 23, 1910, the line of railway from the northern approach to the Quebec bridge to Champlain market, in the city of Quebec, which had been in course of construction by the Quebec Bridge and Railway Company prior to the collapse of the bridge, and the assumption by the government of the company's undertaking and property, was transferred to the commissioners of the National Transcontinental railway, 'as constituting a part of that road.'

WESTERN DIVISION.

(Wolf Creek to Prince Rupert).

On the western division of the railway, in course of construction by the Grand Trunk Pacific Railway Company, the position at the close of the fiscal year, March 31, 1911, is shown by the report made by the government Chief Engineer of that division, Mr. Collingwood Schreiber, C.M.G., which will be found printed in the appendices hereto, Part IV., to be as follows:—

The total length of this division is 1,745 miles, divided into two sections, viz., the 'Prairie section' which extends from the west bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek (a point 120 miles west from Edmonton), a distance of 915 miles, and the 'Mountain section,' extending from the east bank of Wolf creek to the western end of the city of Prince Rupert, the Pacific coast terminus, a distance of 830 miles.

'PRAIRIE SECTION'

The section is nearly completed and the whole is open to public traffic, the portion between Edmonton and Wolf creek having been placed under traffic on February 12, 1911, as an 'unfinished contractor's road.'

In addition to the length of the main line, 915 miles, 83·01 miles of passing sidings have been laid, 24·66 miles of sidings to elevators, mills, &c., and 50·82 miles of track in divisional yards, making a total of 1,073·49 miles of track laid on this division.

The road is in good and safe condition, and the train service has been carried on successfully. The section comprises some very large steel bridges, including the South Saskatchewan river bridge, 1,501 feet long and 76 feet high; the Battle river bridge, 2,770 feet long and 178 feet high; the North Saskatchewan river bridge, 1,655 feet long and 136 feet high; the Pembina river bridge, 902 feet long and 214 feet high.

The fencing and the telegraph line are completed.

The certified expenditure on the section up to March 31, 1911, amounted to $34,805,842.47.

'MOUNTAIN SECTION.'

On this section, which extends from Wolf creek to Prince Rupert, 830 miles, at the close of the fiscal year, 420 miles were under contract, namely, 180 miles at the eastern (Wolf creek) end, on which the grading was practically completed for 100 miles, and the track laid on the first 65 miles, and 240 miles at the western (Prince Rupert) end; on which the track is laid on the first 102 miles from Prince Rupert. The Chief Engineer reports that the works of construction on the 'Mountain section' are in a backward condition, and are not progressing as rapidly as could be desired. He observes that the company are building a line west from their present terminal wharf at Prince Rupert for a further distance of 3·23 miles to a point where they propose to place their terminals. This additional mileage, however, not having been officially recognized as part of the Trunk system, the Chief Engineer does not include in his certificates of expenditure.

The certified expenditure on this section up to March 31, 1911, amounted to $20,488,156.58.

The total certified expenditure on the two sections, the 'Prairie' and the 'Mountain,' up to March 31, 1911, was $55,293,999.05.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and the law clerk of the department, respectively, which will be found in the appendices hereto. The acountant's statement show all payments made year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1911, amounted to $1,284,892.04.

QUEBEC BRIDGE.

On August 29,1907, the cantilever bridge in course of construction by the Quebec Bridge and Railway Company, (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900) suddenly collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,675,200, the company releasing claim to the balance remaining unpaid of the said subsidy, such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises on paying the shareholders the amount of their stock at par, not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of above agreement; and, subsequent to its execution, payments were made from the proceeds of their bonds to the extent of $5,016,453·66, on certificates of the government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the government to take over the company's undertaking was exercised under the authority of an order in council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the government was dated October 18, 1909.

Under authority of an order in council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specifications, and for the reconstruction of the bridge, with powers to call in expert engineers as advisors on points of difference that might arise.

Towards the close of the year, 1909, such progress had been made that newspaper notice was given in November of that year, inviting contractors to visit the office of the board in order to obtain information to enable them to prepare offers for the superstructure, on the board's plans and specifications; intending contractors being, however, invited to submit alternative designs.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that 'would compare most favourably with the highest type of long span bridges in existence.' By an order in council

* The history of the government's connection with the bridge prior to its collapse is given in the Departmental Annual Report of 1907-8, p. XLVII.

of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9·02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000, having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31 1915.

The bridge when constructed will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it will be 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double track railway, and two sidewalks for foot passengers.

Under date of January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements (necessitated by changes in the caisson design and in the location of the north anchor pier) were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed, as follows:—Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the board for the year ended on March 31, 1911, will be found printed in the appendices hereto, Part V. It shows that the work of removing, under contract, the debris of the fallen structure has been carried on, and practically all the material between the main pier and the anchor pier has been taken out. The approach spans and false work on the north shore have been removed under contract. The caisson for the north main pier, which is to be rebuilt, was floated into position, and sinking operations had been commenced when an accident occurred which necessitated the removal of the caisson for repairs. It will be utilized for the south main pier, and one in two sections built for the north main pier.

The expenditure for the past fiscal year up to March 31, 1911, was $227,563.49, adding to which, the expenditure for the year, 1908-9, $422,867.12 (in which is included the amount $355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and also adding the expenditure for the year 1909-10, $111,782.02, for the preparation of plans, &c., the total government expenditure amounts to $762,218.54, against which there is to be credited the sum of $100,000 paid to the government by the Phœnix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse, leaving the net cost to the government up to March 31, 1911, $662,218.54. This is irrespective of the amount of subsidy, $374,353.33 paid to the Quebec Bridge Company as above mentioned.,

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1911, was $3,875,978.05, comprising $2,349,474.49 charged to capital; $440,269.03 charged to income; $595,894.79 for staff and $490,339.74 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1910, was $148,266.82. The rentals accrued during the year amounted to $181,864.47, making a total of $330,131.29. Of this amount, there was collected during the year a total of $188,062.54. The balance remaining due on March 31, 1911, after deducting abatements, was $140,660.97. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rentals due at the end of each year.

The total net revenue collected amounted to $221,320.50, the balance being made up of wharfage dues, fines, &c. Of this amount, refunds were made to the extent of $182.01, leaving the net revenue $221,138.49.

No tolls are charged on any of the Dominion canals.

Summaries of these expenditures and receipts will be found in the statements furnished by the accountant of the department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1910-11, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1910, will be found in the 'Canal Statistics,' which are issued as a separate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1910 amounted to 42,990,608 tons, an increase of 9,269,860 tons compared with the previous year. 320,574 passengers were carried, an increase of 43,352.

The following features of the principal canal traffic during the season of 1910, will be of interest:—

On the Welland canal, 2,326,290 tons of freight were moved, an increase of 300,339 tons. Of the total, 1,042,538 tons were agricultural products and 154,737 tons produce of the forest; of coal, 577,491 tons were carried; 2,281,519 tons were through freight, of which 1,557,283 tons passed eastward.

Of the through freight, Canadian vessels carried 1,503,476 tons, an increase of 255,782 tons, and United States vessels 778,043 tons, an increase of 49,697 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,499 tons, an increase of 40,080 tons compared with the year 1909.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 789,661 tons, an increase of 136,919 tons as compared with the previous year; no trans-shipments have been made at Odgensburg since 1903.

On the St. Lawrence canals 2,760,752 tons were moved, an increase of 350,123 tons, of which 1,916,733 tons were eastbound freigth and 844,019 tons westbound freight; 930,851 tons were agricultural products; 759,052 tons coal; and 560,328 tons forest products.

On the Ottawa river canals, the total quantity of freight moved was 385,261 tons, an increase of 48,322 tons, of which 268,199 tons were produce of the forest.

On the Chambly canal, 669,299 tons were moved, a decrease of 82,818 tons, of which 496,119 tons were produce of the forest and 99,485 tons of coal.

On the Rideau canal, 134,881 tons were carried, an increase of 43,107 tons; 40,026 tons being produce of the forest, and 13,304 tons of coal.

On the St. Peter's canal 85,951 tons were carried, an increase of 6,101 tons: 42,350 tons were coal.

On the Murray canal, 177,941 tons passed, an increase of 75,650 tons.

On the Trent canal, 46,263 tons were moved, of which 35,849 tons were produce of the forest.

On the St. Andrew's lock on the Red river, Manitoba, the volume of business was 8,283 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 36,395,057 tons, being an increase of 5,534,442 tons. There were 7,972 passages of vessels, the number of lockages being 6,110. Of wheat, 68,396,300 bushels and of other grain 23,855,747 bushels were carried; 2,831,260 barrels of flour; 28,440,952 tons of iron ore; 4,109,365 tons of coal; and 44,646,650 feet, board measure, lumber.

The chief engineer of the department has furnished a report, summarizing the principal features of the work done during the year, and this, with the reports of the Superintending Engineers and Superintendents, will be found in the appendices, Part VI., renders unnecessary any further digest on my part.

I may, however, observe that the gathering of information, by means of surveys and drill tests, in regard of the important project of an enlarged Welland canal has been carried on during the year, and much valuable material for decision has been obtained. No definite conclusion has, however, been reached in the matter, and it is not yet in a position to admit of determination.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1910, is prepared by the Departmental Comptroller of Statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1910 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

---

* This work, which consists of a lock and dam on the Red river about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and Lake Winnipeg. It is only mentioned here for statistical purposes.

APPENDICES

PART I

STATEMENTS

OF THE

ACCOUNTANT OF THE DEPARTMENT

SHOWING

EXPENDITURE ON RAILWAYS AND ON CANALS

(Including Subsidized Railways)

AND RECEIPTS

FOR THE YEAR 1910-11

ALSO FOR PREVIOUS YEARS

STATEMENT showing the amount expended by the Department of Railways and Canals, Dominion of Canada, during the Fiscal Year ended March 31, 1911.

CANALS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE.	
			Staff.	Repairs.
CANALS.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon.. } Grenville.. }		9,051 98	23,608 04	11,303 46
Chambly	20,000 04	8,717 20	30,548 74	23,950 19
Cornwall		76,719 09	78,583 80	45,362 81
Galops		16,224 68		
Lachine	253.098 27	73,260 66	72,285 01	91,941 84
Murray			3,942 94	2,075 26
Rideau		6,188 71	47,165 63	79,352 59
Sault Ste. Marie	54,797 37	77,066 45	24,951 49	19,955 74
Soulanges	102,699 69	3,999 58	32,283 03	37,532 93
Ste. Anne's Lock		2,880 93	2,315 34	2,628 91
St. Ours Lock		1,200 23	3,527 69	2,353 81
St. Peters			4,180 96	473 44
Trent	1,682,449 32	78,914 08	38,019 33	40,178 54
Welland	236,429 80	28,688 57	128,000 33	92,739 05
Williamsburg		2,622 39	21,893 61	21,681 75
Total	2,349,474 49	385,534 55	511,305 94	471,530 32
GENERAL ON CANALS.				
Dredge Vessels—Lachine				5,112 35
" Rideau				10,772 13
Miscellaneous			957 85	2,924 94
Statistical Officers — Salaries and Contingencies			33,064 45	
Sunday Labour			29,764 75	
Surveys and Inspections		6,255 47		
Quebec Canals — Maintenance			20,801 80	
Quebec Canals — Protection wall north side Lake St. Francis		4,499 13		
Quebec Canals — Macadamizing 2 miles public road Hungry Bay Dyke		13,954 95		
Quebec Canals — Remarking boundaries and surveys, &c		5,500 00		
Quebec Canals — Dredging		17,416 36		
Quebec Canals — Extending protection wall Ste. Barbe Dyke		2,980 00		
Miscellaneous works not provided for		1,659 59		
C. S. Gratuities to deceased employees (Statutory)		2,468 98		
Totals		54,734 48	84,588 85	18,809 42
Total on Canals	2,349,474 49	440,269 03	595,894 79	490,339 74

Grand total Canals, $3,875,978.05.

STATEMENT showing the amount expended by the Department of Railways and Canals, &c.—*Concluded.*

RAILWAYS.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	CHARGEABLE TO REVENUE. Working Expenses.	
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Canadian Pacific	2,918 35			
Intercolonial	762,869 06		9,595,976 79	
National Transcontinental	23,488,208 40			
Prince Edward Island	94,320 56		424,104 00	
Windsor Branch			17,797 98	
Total	24,348,316 37		10,037,878 77	
GENERAL ON RAILWAYS.				
Contribution to McGill University		2,500 00		
" Polytechnic School, Montreal		2,500 00		
Railway Subsidies		1,284,892 04		
Governor General's Car		2,343 38		
Railway Commission maintenance, &c		117,308 99		
" " statutory		47,083 33		
Subscription to Railway Congress, Brussels		97 33		
Surveys and Inspections		15,817 30		
Government Director Grand Trunk Pac. Ry.		2,000 00		
Inspection Grand Trunk Pac. Ry		21,619 34		
Hudson Bay Railway	184,149 81			
Quebec Bridge, expenditure, &c	194,451 21			
" Exchequer Court awards	33,112 19			
Railway Grade Crossing Fund		6,909 18		
Compensation to F. S. Roger for injuries			1,000 00	
Total	411,713 21	1,503,070 89	1,000 00	
Total on railways	24,760,029 58	1,503,070 89	10,038,878 77	
Grand total railways, $36,301,979.24				
MISCELLANEOUS.				
Cost of litigation		2,369 52		
Grand totals railways and canals including miscellaneous	27,109,501 07	1,945,709 44	10,634,773 56	490,339 74

Total amount of expenditure $40,180,326.81.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31st, 1911.

BAIE VERTE CANAL.

	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total			44,387 53

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

BEAUHARNOIS CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since " "	1868		63,193 75	9,349 99	6,216 98
" " " "	1869		55 00	9,626 99	6,498 57
" " " "	1870		27 50	10,117 57	6,384 81
" " " "	1871			12,316 53	5,722 36
" " " "	1872		27 50	11,792 46	15,733 38
" " " "	1873		5,122 50	12,210 73	9,882 06
" " " "	1874		26 00	15,392 51	10,990 56
" " " "	1875		36 00	14,399 32	12,253 01
" " " "	1876			14,465 86	17,170 83
" " " "	1877			14,377 63	15,207 36
" " " "	1878			14,383 37	9,861 05
" " " "	1879			15,015 86	10,370 71
" " " "	1880	266 15		15,362 61	8,997 34
" " " "	1881			17,659 93	10,770 67
" " " "	1882			18,804 53	20,813 86
" " " "	1883		6,727 44	18,287 77	15,826 71
" " " "	1884		3,277 98	19,107 38	16,232 61
" " " "	1885		7,999 79	18,960 40	14,637 70
" " " "	1886		8,491 80	19,228 90	14,356 00
" " " "	1887		3,633 57	18,867 45	14,999 88
" " " "	1888		14,411 97	19,325 05	14,285 98
" " " "	1889		10,993 52	20,019 11	14,982 54
" " " "	1890			19,847 42	14,999 20
" " " "	1891		17,085 68	18,886 86	12,537 39
" " " "	1892		1,696 23	20,050 01	14,999 80
" " " "	1893			20,348 34	14,107 11
" " " "	1894		6,547 72	20,574 53	13,903 46
" " " "	1895		27,982 93	20,128 59	12,299 49
" " " "	1896			20,725 47	15,050 85
" " " "	1897		9,813 15	21,012 64	14,862 98
" " " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " " "	1899		1,000 00	20,613 32	13,463 01
" " " "	1900		4,959 22	20,147 59	14,505 30
" " " "	1901		483 40	20,118 42	14,199 12
" " " "	1902			16,682 52	6,532 33
" " " "	1903			8,218 14	10,063 38
" " " "	1904			9,236 27	11,936 37
" " " "	1905		14,949 83	9,086 68	10,499 99
" " " "	1906		2,531 24	9,291 91	18,640 71
" " " "	1907		598 64	7,552 02	11,711 09
" " " "	1908		2,260 81	7,032 31	13,019 76
" " " "	1909		21,758 84		
" " " "	1910		24,319 49		
" " " "	1911				
Total		*1,636,690 26	265,810 84	649,574 89	525,691 23†

* *See* page 22 for total cost of St. Lawrence River and Canals.

† This canal being under lease since 1908, no expenditure has been incurred for maintenance nor operation.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		*			
Goverment expenditure prior to Confederation.		63,053 64			
" since " "	1868		19,817 22	6,301 88	8,911 28
" " " "	1869			6,549 38	10,157 42
" " " "	1870		4,167 96	6,617 81	9,852 09
" " " "	1871		23,119 37	8,676 90	8,218 24
" " " "	1872	165,257 28		8,324 51	17,235 31
" " " "	1873	133,199 10	3,051 38	10,068 28	8,781 50
" " " "	1874	245,258 38		10,710 88	10,605 82
" " " "	1875	339,864 76		10,378 57	18,520 44
" " " "	1876	326,203 16		10,764 38	11,475 96
" " " "	1877	245,738 04		11,050 27	10,304 06
" " " "	1878	22,676 20		11,401 30	5,082 72
" " " "	1879	243,141 24		11,501 22	7,629 98
" " " "	1880	281,514 27		11,959 14	7,625 54
" " " "	1881	336,707 53		13,059 18	8,076 91
" " " "	1882	433,084 39		14,387 49	7,582 68
" " " "	1883	433,575 10		17,479 58	8,310 02
" " " "	1884	399,267 16		17,393 91	7,918 42
" " " "	1885	157,187 72		19,702 30	10,429 26
" " " "	1886	104,973 24	75 00	20,597 82	9,303 31
" " " "	1887	20,747 11		20,011 36	19,554 41
" " " "	1888	38,996 29		21,531 12	10,036 62
" " " "	1889	298 17		22,098 88	10,135 66
" " " "	1890	17 58	4,526 61	15,896 16	7,582 38
" " " "	1891		4,395 25	21,230 22	10,796 68
" " " "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" " " "	1893	207 00	42,298 74	16,762 71	10,669 28
" " " "	1894	385 55	20,034 94	14,144 98	11,620 09
" " " "	1895		5,963 76	15,453 21	12,303 25
" " " "	1896	3,850 31		13,995 69	12,161 10
" " " "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" " " "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" " " "	1899	39,999 37		11,919 27	11,478 88
" " " "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" " " "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" " " "	1902		16,998 69	13,725 99	19,366 30
" " " "	1903		15,992 52	14,348 17	17,766 28
" " " "	1904		9,150 07	16,224 94	17,262 29
" " " "	1905		8,715 46	15,858 19	19,977 19
" " " "	1906		24,179 33	18,232 71	10,924 72
" " " "	1907		9,393 38	16,749 03	7,036 40
" " " "	1908		1,387 35	23,019 45	9,775 35
" " " "	1909		68,597 35	23,085 54	10,758 01
" " " "	1910		10,410 09	23,512 72	11,925 28
" " " "	1911		9,051 98	23,608 04	11,303 46
Total		†4,182,092 96	340,192 61	658,269 25	488,759 01

* Expenditure not given—record relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

† Included in total cost of Ottawa River Works, *see* page 17. Cost of enlargement, $4,119,039.32.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	634,711 76	.....	.....	.....
" since " " ..	1868	....	.....	8,312 90	9,355 70
" " " " ..	1869	....	.....	8,437 22	13,120 97
" " " " ..	1870	....	.....	8,934 41	20,180 73
" " " " ..	1871	.....	2,839 85	10,214 71	22,426 33
" " " " ..	1872	....	1,906 40	9,628 50	22,327 99
" " " " ..	1873	....	759 00	10,390 44	11,789 27
" " " " ..	1874	....	2,810 00	11,675 67	16,427 19
" " " " .	1875	2,415 00	.....	12,201 99	16,306 91
" " " " ..	1876	....	....	10,593 14	13,273 56
" " " " ..	1877	80 00	.....	10,281 78	10,111 32
" " " " ..	1878	.....	....	10,413 99	6,022 96
" " " " ..	1879	....	....	11,301 53	8,809 77
" " " " .	1880	....	....	11,516 22	12,377 74
" " " " ..	1881	....	....	13,950 47	20,705 17
" " " " ..	1882	.....	31,796 41	16,686 78	16,843 60
" " " " ..	1883	....	21,332 36	15,904 38	15,182 24
" " " " ..	1884	.....	41,640 77	18,448 85	12,003 34
" " " " ..	1885	.....	21,049 23	18,378 55	13,046 95
" " " " ..	1886	....	14,547 27	19,501 28	11,999 77
" " " " ..	1887	....	17,911 17	19,053 62	20,071 37
" " " " ..	1888	.....	65,536 64	20,073 60	11,823 74
" " " " ..	1889	.....	51,137 87	19,679 22	19,392 18
" " " " ..	1890	....	23,221 48	19,655 38	14,399 93
" " " " ..	1891	.....	43,344 41	19,204 76	11,399 93
" " " " ..	1892	....	38,353 99	19,665 22	12,976 48
" " " " .	1893	....	21,127 65	19,310 29	12,451 03
" " " " .	1894	.....	8,567 78	19,040 93	11,779 12
" " " " ..	1895	....	6,147 63	19,325 49	11,920 74
" " " " ..	1896	....	3,694 63	19,349 65	11,801 12
" " " " ..	1897	.....	12,665 88	18,754 17	13,128 55
" " " " .	1898	....	13,184 68	17,992 90	12,466 51
" " " " ..	1899	....	15,255 42	18,336 50	11,997 51
" " " " ..	1900	....	5,448 88	18,397 58	13,995 00
" " " " ..	1901	....	1,195 09	18,529 48	17,572 35
" " " " ..	1902	.....	19,132 80	18,832 25	17,313 02
" " " " .	1903	....	8,977 43	19,286 10	21,745 65
" " " " ..	1904	.....	26,701 59	21,544 69	25,656 00
" " " " ..	1905	....	33,066 50	26,970 79	19,896 57
" " " " ..	1906	....	26,192 72	26,039 53	25,173 48
" " " " ..	1907	.....	29,953 80	19,916 33	22,508 88
" " " " ..	1908	157 90	34,264 31	28,375 21	30,627 72
" " " " ..	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " " " ..	1910	30,479 41	8,207 00	29,198 76	22,825 53
" " " " ..	1911	20,000 04	8,717 20	30,548 74	23,950 19
		701,151 13			
Less proceeds of sale of piece of land in 1898		150 00			
Total		*701,001 13	696,772 38	772,294 59	713,573 40

*Chambly Canal and River Richelieu.

Chambly Canal, as above.....		$ 701,001 13
Saint-Ours lock, *see* page 23.....		121,537 65
		$ 822,538 78
Less amounts deducted at Confederation, *see* Public Accounts, 1868, part 1, page 9,		
Government expenditure prior to Confederation.		
Chambly Canal, as above	$ 634,711 76	
St. Ours Lock, *see* page 23.....	121,537 65	
	$ 756,249 41	
Returned as an asset in Public Accounts, 1868.	433,807 83	322,441 58
Agreeing with Public Accounts, 1911, page 4.		$ 500,097 20

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CORNWALL CANAL.

—	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure since Confederation	1868			2,786 00	11,244 47	3,774 18
" "	1869	10,692 04			10,347 91	3,859 14
" "	1870			17,780 05	10,368 16	7,145 42
" "	1871			7 50	11,848 39	8,891 61
" "	1872			10,000 21	10,594 30	8,163 70
" "	1873			1,011 75	13,042 25	12,467 65
" "	1874				13,405 20	7,610 70
" "	1875	1,780 00			13,351 91	7,097 34
Cost of original construction			1,945,624 73			
Expenditure by Dominion Government	1876				13,320 61	6,423 67
" "	1877	49,211 37			13,375 70	6,440 54
" "	1878	145,015 45			13,825 50	4,935 21
" "	1879	143,092 05			13,817 96	4,983 15
" "	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	22,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	163,993 85			17,890 55	58,205 26
" "	1890	365,638 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47			17,104 13	13,166 89
" "	1902	90,535 18			17,896 58	15,045 95
" "	1903	77,833 81			70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,708 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911			76,719 09	78,583 80	45,362 81
Cost of enlargement			5,289,142 41			
Total			*7,234,767 14	428,309 72	1,139,423 16	706,379 74

*Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

CULBUTE LOCK AND DAM.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " ..	1869				
" " " ..	1870				
" " " ..	1871				
" " " ..	1872				
" " " ..	1873		835 53		
" " " ..	1874		38,388 99		
" " " ..	1875	63,659 29			
" " " ..	1876	76,842 44			
" " " ..	1877	56,081 87			
" " " ..	1878	5,933 53			
" " " ..	1879	20,694 19			
" " " ..	1880	16,688 20		202 50	259 31
" " " ..	1881	4,721 62		962 85	
" " " ..	1882	29,567 15		790 00	162 33
" " " ..	1883	14,249 60		695 00	288 99
" " " ..	1884	8,151 16		733 50	
" " " ..	1885	19,071 76		730 00	572 75
" " " ..	1886	26,385 27		730 00	2,396 14
" " " ..	1887	7,760 88		730 00	967 33
" " " ..	1888	7,573 99		739 50	730 60
" " " ..	1889	17,112 01		1,050 00	116 53
" " " ..	1890	2,818 35		747 83	
" " " ..	1891	2,183 15	9,122 05	745 25	499 91
" " " ..	1892		1,546 25	736 00	
" " " ..	1893		1,420 65	749 00	13 55
" " " ..	1894		2,540 14	739 00	494 43
" " " ..	1895		1,475 26	436 05	434 28
" " " ..	1896				
" " " ..	1897				
" " " ..	1898				100 00
" " " ..	1899				
" " " ..	1900	3,085 00			
" " " ..	1901	197 00			
" " " ..	1902		1,135 00		
" " " ..	1903				
" " " ..	1904		2,204 50		
" " " ..	1905		2,255 00		
" " " ..	1906				
" " " ..	1907				
" " " ..	1908				
" " " ..	1909				
" " " ..	1910				
" " " ..	1911				
Total		*382,776 46	60,923 37	11,507 48	7,036 15

* Included in total cost of Ottawa River Works, see page 17.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LACHINE CANAL.

——	Year ended.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government	....	40,000 00				
Government expenditure prior to Confederation	....	2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1848			2,589,532 85			
Expenditure by Dominion Government	1870				15,834 49	13,302 39
" "	1871			12,231 40	17,478 52	15,093 25
" "	1872	36,708 15			16,076 93	12,334 69
" "	1873	7,824 28		35,158 21	23,601 03	34,300 60
" "	1874	158,618 35			25,811 07	22,828 66
" "	1875	197,420 52			28,592 01	30,057 34
" "	1876	327,769 39			33,797 73	29,103 65
" "	1877	1,439,375 73			33,148 86	19,824 33
" "	1878	1,484,619 63			39,062 97	13,646 41
" "	1879	958,053 30			42,338 84	12,400 78
" "	1880	369,566 74			38,950 90	10,223 62
" "	1881	292,165 51			39,027 99	19,888 33
" "	1882	252,821 33		2,978 66	41,158 90	17,116 46
" "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" "	1884	188,266 18			48,624 51	19,683 24
" "	1885	111,215 23			49,004 85	20,199 78
" "	1886	210,509 42			50,969 10	19,199 18
" "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" "	1888	19,414 34		7,996 38	52,229 61	19,999 64
" "	1889	76,032 96		972 71	54,110 67	22,957 71
" "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" "	1891	217 53		16,155 75	50,721 69	36,292 98
" "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" "	1898	216,717 44		819 62	57,282 50	33,391 92
" "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" "	1909	359,041 77		143,526 35	72,049 32	82,081 39
" "	1910	215,611 98		70,000 20	77,701 55	75,247 71
" "	1911	253,098 27		73,260 66	72,285 01	91,941 81
Cost of enlargement	....		10,039,277 20			
Total			12,628,810 05	1,311,850 81	2,173,921 24	1,504,618 63

Total expenditure on capital account as above $12,628,810 05
Less charged to St. Lawrence River and Canals, see page 22. $2,950,104 15
Less expenditure by Imperial Government 40,000 00
2,990,104 15

Agreeing with Public Accounts balance sheet, 1911 page 4 ..... $ 9,638,705 90

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals. Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
" " " "	1878		
" " " "	1879		
" " " "	1880		
" " " "	1881		
" " " "	1882		
" " " "	1883		
" " " "	1884		
" " " "	1885		
" " " "	1886		
" " " "	1887		
" " " "	1888		
" " " "	1889		
" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895		
" " " "	1896		
" " " "	1897		
" " " "	1898	3,420 00	
" " " "	1899	23,110 00	2,495 47
" " " "	1900	15,431 46	12,288 39
" " " "	1901	15,000 00	8,060 30
" " " "	1902	13,945 25	
" " " "	1903	5,000 00	
" " " "	1904		2,199 52
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
Total		*75,906 71	25,043 68

* Included in total cost of St. Lawrence River and Canals, *see* page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July, 23 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

LAKE ST. LOUIS.

—	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" " since " "	1868		
" " " "	1869		
" " " "	1870		
" " " "	1871		
" " " "	1872		
" " " "	1873		
" " " "	1874		
" " " "	1875		
" " " "	1876		
" " " "	1877		
" " " "	1878		
" " " "	1879		
" " " "	1880		
" " " "	1881		
" " " "	1882		
" " " "	1883		
" " " "	1884		
" " " "	1885		
" " " "	1886		
" " " "	1887		
" " " "	1888		
" " " "	1889		
" " " "	1890		
" " " "	1891		
" " " "	1892		
" " " "	1893		
" " " "	1894		
" " " "	1895	4,753 14	
" " " "	1896	49,909 31	
" " " "	1897	73,300 41	
" " " "	1898	64,495 83	
" " " "	1899	57,607 79	
" " " "	1900	11,765 70	
" " " "	1901	12,918 31	
" " " "	1902	6,000 00	
" " " "	1903	9,508 72	
" " " "	1904	7,916 90	
" " " "	1905	†	
" " " "	1906	†	
" " " "	1907	†	
" " " "	1908	†	
" " " "	1909	†	
" " " "	1910	†	
" " " "	1911	†	
Total.		*298,176 11	

* Included in total cost of St. Lawrence River and Canals, *see* page 22.
† Transferred to Department of Marine and Fisheries in 1905.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to confederation					
" since "	1868		400 00		
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882	7,135 63			
" " "	1883	84,071 68			
" " "	1884	118,187 43			
" " "	1885	148,902 66			
" " "	1886	179,704 52			
" " "	1887	142,563 66			
" " "	1888	146,754 37			
" " "	1889	215 326 46			
" " "	1890	106,760 35		494 31	
" " "	1891	61,260 49		5,137 03	173 53
" " "	1892	5,964 22		5,803 48	3,505 15
" " "	1893	30,838 79		5,499 62	5,341 34
" " "	1894			5,667 52	5,295 57
" " "	1895			5,354 97	5,063 49
" " "	1896			5,409 10	5,410 33
" " "	1897			5,526 87	3,966 41
" " "	1898			5,799 94	4,710 23
" " "	1899			5,073 70	3,533 68
" " "	1900			5,613 83	2,777 60
" " "	1901			5,175 74	1,138 15
" " "	19 2			5,254 51	6,377 19
" " "	1903	500 00		5,757 00	4,627 70
" " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " "	1905	100 00	740 45	5,346 62	4,452 68
" " "	1906		293 75	5,183 61	2,840 91
" " "	1907		10,423 00	2,788 14	1,710 55
" " "	1908		37,334 70	4,244 42	2,953 23
" " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " "	1910			4,378 74	2,674 57
" " "	1911			3,942 94	2,075 26
Total		*1,248,946 71	71,963 64	117,463 61	78,078 33

* Agreeing with Public Accounts Balance Sheet, 1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

OTTAWA RIVER WORKS.

Ste. Anne's Lock, page 21		$ 1,170,215 63
Carillon and Grenville Canal, page 9		4,182,092 96
Culbute Canal, page 12		382,776 46
Rideau Canal, page 18	$ 4,085,889 21	
Less expenditure by Imperial Government	3,911,701 47	
		174,187 74
Total Ottawa River Works (Capital)		$ 5,909,272 79
Add expenditure on slides and booms prior to Confederation	$ 719,247 13	
" " " since "	7,243 60	
" on Chats Canals prior to Confederation	482,950 81	
" in 1881, charged to Miscellaneous, see page 229, part ii, Public Accounts	1,136 84	
Add amount transferred, see page xxxvi, Pub. Accounts Bal. Sheet, 1881	233,555 85	
		1,444,134 23
		$ 7,353,407 02
Less expenditure prior to Confederation, transferred to Income Account	$ 320,618 28	
" in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	
		485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1911, page 1		$ 6,867,531 46

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts	$ cts.	$ cts.
Imperial Government	...	3,911,701 47	.....	.....	.....
Government expenditure prior to Confed'n	.....	153,062 60	.....	.....	.....
" since " "	1868	166 50	7,298 12	18,397 28	16,475 21
" " " "	1869	.....	.....	19,250 71	13,140 77
" " " "	1870	.....	13 16	20,022 37	19,469 33
" " " "	1871	.....	11,732 98	22,814 58	18,120 52
" " " "	1872	.....	4,967 50	22,139 48	14,005 32
" " " "	1873	.....	18,070 97	22,841 51	26,074 49
" " " "	1874	.....	5,793 16	26,815 44	22,957 40
" " " "	1875	9,310 85	.....	26,553 37	19,699 81
" " " "	1876	2,163 96	.....	26,430 77	14,428 25
" " " "	1877	214 11	.....	25,959 56	14,198 18
" " " "	1878	.....	.....	26,651 51	11,034 22
" " " "	1879	7,703 88	.....	26,042 52	7,134 55
" " " "	1880	.....	.....	26,463 88	11,434 05
" " " "	1881	.....	133 50	26,024 71	8,627 00
" " " "	1882	.....	.....	26,915 29	13,860 28
" " " "	1883	.....	70 65	27 322 81	23,524 84
" " " "	1884	.....	4,597 50	26,938 95	19,245 02
" " " "	1885	.....	2,098 76	26,971 32	18,189 55
" " " "	1886	.....	550 00	27,045 95	35,648 04
" " " "	1887	.....	20,823 96	29,440 46	18,565 34
" " " "	1888	.....	18,889 48	33,458 83	25,478 87
" " " "	1889	.....	6,665 22	33,801 77	18,106 36
" " " "	1890	.....	21,124 10	34,270 57	18,025 21
" " " "	1891	.....	20,967 25	34,641 98	21,537 56
" " " "	1892	.....	31,363 23	35,500 82	21,507 16
" " " "	1893	.....	24,274 71	35,022 49	18,789 50
" " " "	1894	.....	14,485 11	34,943 35	16,939 47
" " " "	1895	.....	31,559 48	33,827 08	19,897 32
" " " "	1896	.....	21,452 29	34,052 77	30,196 38
" " " "	1897	.....	19,079 11	31,461 55	29,535 94
" " " "	1898	.....	13,608 39	30,759 05	26,599 93
" " " "	1899	.....	700 20	30,751 20	28,199 49
" " " "	1900	.....	11,780 41	30,623 27	30,237 09
" " " "	1901	.....	.....	31,334 40	33,791 17
" " " "	1902	.....	8,894 40	32,193 66	33,959 86
" " " "	1903	.....	16,235 13	34,595 31	36,424 23
" " " "	1904	.....	13,525 04	39,127 96	38,496 78
" " " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " " "	1906	.....	5,272 90	41,819 77	54,495 63
" " " "	1907	.....	14,322 03	30,667 34	44,627 82
" " " "	1908	.....	42.903 03	44,875 16	55,090 45
" " " "	1909	.....	19,989 52	44,911 60	53,880 51
" " " "	1910	.....	9,225 73	48,324 13	95,188 97
" " " "	1911	.....	6,188 71	47,165 63	79,352 59
Total	.....	*4,085,889 21	463,169 17	1,370,010 97	1,225,981 01

* Included in total cost of Ottawa River Works. See page 17.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " " ..	1869				
" " " ..	1870				
" " " ..	1871				
" " " ..	1872		949 35		
" " " ..	1873				
" " " ..	1874				
" " " ..	1875				
" " " ..	1876				
" " " ..	1877				
" " " ..	1878				
" " " ..	1879				
" " " ..	1880				
" " " ..	1881				
" " " ..	1882				
" " " ..	1883				
" " " ..	1884				
" " " ..	1885				
" " " ..	1886				
" " " ..	1887				
" " " ..	1888	8,145 06			
" " " ..	1889	34,018 95			
" " " ..	1890	176,568 55			
" " " ..	1891	325,336 33			
" " " ..	1892	341,474 31			
" " " ..	1893	589,801 25			
" " " ..	1894	1,316,529 29			
" " " ..	1895	466,151 50		3,432 73	
" " " ..	1896	189,986 59		16,074 70	2,650 17
" " " ..	1897	209,561 82		15,381 59	7,671 79
" " " ..	1898	21,004 56		14,389 92	8,172 09
" " " .	1899	63,935 48		13,840 24	6,564 40
" " " ..	1900	27,157 98		13,901 40	13,219 87
" " " ..	1901	323,353 93	48 39	13,730 93	10,289 18
" " " ..	1902	122,505 73		15,920 80	14,839 71
" " " ..	1903	65,933 43		16,077 22	10,855 70
" " " ..	1904	32,029 54		14,653 35	9,491 44
" " " ..	1905	110,181 69		15,681 55	14,776 33
" " " ..	1906	120,000 00		15,878 11	20,086 15
" " " ..	1907	95,504 63		12,290 94	11,520 53
" " " .	1908	140,433 22		20,345 38	23,206 00
" " " ..	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " " ..	1910	46,809 13	147,147 52	18,976 64	20,300 77
" " " ..	1911	54,797 37	77,066 45	24,951 49	19,355 74
Total		*4 923,329 97	236,664 99	260,758 78	210,062 16

* Agreeing with Public Accounts, 1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

SOULANGES CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	...	...	...	...
" since " " ..	1868	...	...	...	...
" " " " ..	1869	...	...	...	...
" " " " ..	1870	...	...	...	...
" " " " ..	1871	...	...	...	...
" " " " ..	1872	...	...	...	...
" " " " ..	1873	...	...	...	...
" " " " ..	1874	...	...	...	...
" " " " ..	1875	...	...	...	...
" " " " ..	1876	...	...	...	...
" " " " ..	1877	...	...	...	...
" " " " ..	1878	...	...	...	...
" " " " ..	1879	...	...	...	...
" " " " ..	1880	...	...	...	...
" " " " ..	1881	...	...	...	...
" " " " ..	1882	...	...	...	...
" " " " ..	1883	...	...	...	...
" " " " .	1884	...	...	...	...
" " " " ..	1885	...	...	...	...
" " " " ..	1886	...	...	...	...
" " " " ..	1887	...	...	...	...
" " " " ..	1888	...	...	...	...
" " " " ..	1889	...	...	...	...
" " " " ..	1890	...	...	...	...
" " " " ..	1891	...	...	...	...
" " " " .	1892	54,235 76	...	...	...
" " " " ..	1893	210,336 24	...	...	...
" " " " ..	1894	723,380 95	...	...	...
" " " " ..	1895	752,016 53	...	...	...
" " " " ..	1896	535,939 07	...	...	...
" " " " ..	1897	363,126 06	...	...	...
" " " " ..	1898	1,016,401 00	...	...	...
" " " " ..	1899	1,442,824 22	...	...	...
" " " " .	1900	693,806 24	...	6,711 84	5,000 00
" " " " ..	1901	162,626 36	115 00	25,154 78	5,888 77
" " " " ..	1902	235,021 79	...	22,672 50	2,267 13
" " " " ..	1903	248,929 10	...	31,987 06	10,362 23
" " " " ..	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " " " ..	1905	34,202 71	30,406 25	25,432 49	21,174 84
" " " " ..	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " " " ..	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " " " ..	1908	50,634 01	4,245 18	28,988 36	35,687 11
" " " " ..	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " " " ..	1910	153,022 23	2,299 93	32,871 69	46,287 16
" " " " ..	1911	102,699 69	3,999 58	32,283 03	37,532 93
Total.....	...	*7,228,835 30	88,288 49	308,422 61	271,085 59

* Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

—	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederat'n		134,456 51			
" since " "	1868			778 16	432 47
" " " "	1869			1,062 96	1,873 51
" " " "	1870			1,136 54	1,280 36
" " " "	1871			1,285 84	1,539 02
" " " "	1872		1,939 46	1,106 80	1,393 63
" " " "	1873		540 11	2,199 64	1,264 40
" " " "	1874	12,753 27		2,614 90	7,208 63
" " " "	1875	32,627 71		1,859 20	4,506 68
" " " "	1876	24,935 85		1,952 14	4,033 72
" " " "	1877	30,003 08		1,982 65	1,756 93
" " " "	1878	14,618 85		2,057 32	541 95
" " " "	1879	22,113 02		2,202 03	3,259 70
" " " "	1880	3,054 68		2,152 57	1,704 71
" " " "	1881	69,042 76		2,553 02	3,257 92
" " " "	1882	193,158 36		2,611 30	2,343 99
" " " "	1883	172,959 95		2,569 86	3,448 83
" " " "	1884	142,006 25		2,775 32	2,725 49
" " " "	1885	93,679 57		2,618 60	4,042 04
" " " "	1886	129,681 67		2,611 90	5,803 01
" " " "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" " " "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" " " "	1889	24,786 33		2,569 22	1,730 79
" " " "	1890	6,151 14		2,571 04	1,525 51
" " " "	1891		8,173 69	2,505 69	1,503 56
" " " "	1892		25,471 61	2,571 28	1,666 21
" " " "	1893		6,521 88	2,581 08	2,800 03
" " " "	1894		3,497 56	2,640 00	2,799 63
" " " "	1895		3,694 33	2,508 14	3,025 91
" " " "	1896			2,495 54	4,993 89
" " " "	1897			2,357 51	1,688 12
" " " "	1898			1,904 10	1,699 44
" " " "	1899			1,920 12	1,997 96
" " " "	1900			1,840 51	2,679 21
" " " "	1901			1,895 89	3,999 02
" " " "	1902			1,994 52	3,015 97
" " " "	1903		1,984 39	2,072 17	4,684 42
" " " "	1904			2,292 94	2,244 13
" " " "	1905			2,151 01	6,091 44
" " " "	1906			2,259 16	2,294 86
" " " "	1907		2,449 96	1,595 62	901 47
" " " "	1908		2,501 42	2,248 29	1,693 63
" " " "	1909		199 67	2,292 19	4,290 57
" " " "	1910		2,339 76	2,267 60	2,446 28
" " " "	1911		2,880 93	2,315 34	2,628 91
Total		*1,170,215 63	69,621 46	95,022 73	117,698 66

* Included in total cost of Ottawa River Works, see page 17.

Original Construction	$ 134,456 51
Enlargement, including new lock	1,035,759 12
	$ 1,170,215 63

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*
ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

	Year ending.	CHARGEABLE TO CAPITAL.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure since Confederation	1868					
" "	1869					
" "	1870					
" "	1871					
" "	1872					
" "	1873				33,241 69	
" "	1874				26,541 30	
" "	1875				20,611 36	
" "	1876				50,215 47	
" "	1877				47,377 31	
" "	1878				5,570 46	
" "	1879				9,265 77	
" "	1880				9,214 56	
" "	1881				6,927 96	
" "	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	115,110 17	
" "	1886		16,251 73	99,800 00	116,051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35,137 25		35,137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,366 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295,392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	93,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36 447 18	13,694 97
" "	1911					16,224 68
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

* In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

ST. LAWRENCE RIVER AND CANALS, SURVEYS, &c.

St. Lawrence River and Canals, as above		$ 3,469,913 41
Beauharnois Canal, *see* page 8		1,636,690 26
Cornwall Canal	" 11	7,234,767 14
Williamsburg Canal	" 28 and 29	10,485,611 69
Lake St. Louis	" 22	298,176 11
Soulanges Canal	" 20	7,228,835 30
Lachine Canal, from prior to Confederation to June 30, 1875, *see* page 13		2,950,104 15
Lake St. Francis, *see* page 14		75,906 71
Agreeing with Public Accounts balance, 1911, page 4		$ 33,380,004 77

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

ST. OURS LOCK.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	....	121,537 65	....	....	....
" since " "	1868	....	....	1,532 75	753 74
" " " "	1869	....	....	1,755 15	1,399 18
" " " "	1870	....	....	1,458 09	1,006 22
" " " "	1871	....	....	1,414 48	1,210 98
" " " "	1872	....	....	1,565 80	1 263 19
" " " "	1873	....	....	2,076 50	1,575 10
" " " "	1874	....	....	2,219 13	2,363 42
" " " "	1875	....	....	1,362 22	1,245 69
" " " "	1876	....	....	1,403 92	1,601 71
" " " "	1877	....	....	1,533 40	750 80
" " " "	1878	....	....	1,556 65	283 77
" " " "	1879	....	....	1,581 55	456 07
" " " "	1880	....	....	1,614 01	705 54
" " " "	1881	....	....	1,741 97	1,299 77
" " " "	1882	....	....	2,002 71	1,902 41
" " " "	1883	....	17,230 32	2,361 65	2,188 08
" " " "	1884	....	5,279 87	2,315 37	1,494 99
" " " "	1885	....	4,700 64	2,271 57	3,652 63
" " " "	1886	....	....	2,311 70	4,143 47
" " " "	1887	....	....	2,175 37	5,864 78
" " " "	1888	....	....	2,216 04	2,801 17
" " " "	1889	....	17,964 45	2,421 14	2,002 63
" " " "	1890	....	24,571 96	2,138 40	1,935 44
" " " "	1891	....	21,696 74	2,011 08	4,460 16
" " " "	1892	....	3,585 34	2,168 44	1,944 33
" " " "	1893	....	....	2,136 66	1,994 34
" " " "	1894	....	....	2,216 68	924 55
" " " "	1895	....	....	2,161 63	915 50
" " " "	1896	....	....	2,094 91	1,678 49
" " " "	1897	....	....	2,135 60	707 06
" " " "	1898	....	....	2,049 67	692 04
" " " "	1899	....	....	2,244 12	1 494 93
" " " "	1900	....	1,596 88	2,181 43	2,681 10
" " " "	1901	....	3,610 06	2,128 25	1,681 44
" " " "	1902	....	15,549 27	2,262 39	984 36
" " " "	1903	....	9,344 89	2,288 63	1,671 83
" " " "	1904	....	7,984 41	2,334 67	1,690 61
" " " "	1905	....	14,990 90	2,479 66	1,716 35
" " " "	1906	....	7,307 39	2,582 95	3,872 75
" " " "	1907	....	4,200 60	2,064 62	1,142 79
" " " "	1908	....	3,338 79	2,894 76	2,121 43
" " " "	1909	....	....	2,994 78	3,693 19
" " " "	1910	....	1,925 08	4,137 64	1,7: 2 66
" " " "	1911	....	1,200 23	3,527 69	2,353 81
Total ...		*121,537 65	165,987 22	94,125 83	82,074 50

* Included in the total cost of Chambly Canal and Richelieu River, *see* page 10.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amount expended on Construction, Renewals, &c —*Continued.*

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	156,523 32	.....	.....	.....
" since " ..	1868	21,519 72	.....	.....	.....
" " " ..	1869	70,719 80	.....	.....	.....
" " " ..	1870	.....	46,193 57	.....	.....
" " " ..	1871	.....	.....	225 36	555 78
" " " ..	1872	.....	.....	280 00	6,122 07
" " " ..	1873	.....	.....	343 32	6,539 58
" " " ..	1874	.....	.....	725 93	1,558 57
" " " ..	1875	20 97	.....	560 00	889 35
" " " ..	1876	11,125 00	.....	641 55	.....
" " " ..	1877	63,330 18	.....	600 00	17 45
" " " ..	1878	26,511 51	.....	600 00	.....
" " " ..	1879	107,337 75	.....	631 50	.....
" " " ..	1880	80,120 54	.....	400 00	.....
" " " ..	1881	69,434 76	.....	959 58	.....
" " " ..	1882	484 00	.....	1,920 54	200 63
" " " ..	1883	.....	.....	2,089 19	232 42
" " " ..	1884	2,471 40	.....	2,601 47	367 85
" " " ..	1885	16,820 15	.....	1,929 11	183 11
" " " ..	1886	2,316 85	.....	2,360 67	297 81
" " " ..	1887	1,087 75	750 00	2,777 13	343 23
" " " ..	1888	.....	.....	3,217 77	1,588 40
" " " ..	1889	.....	500 00	3,085 29	353 38
" " " ..	1890	.....	.....	3,110 15	255 34
" " " ..	1891	972 65	510 53	3,255 30	312 02
" " " ..	1892	14,387 00	30,936 82	3,007 70	1,461 24
" " " ..	1893	811 59	9,987 78	2,938 15	1,856 30
" " " ..	1894	437 05	3,852 21	2,935 94	1,986 70
" " " ..	1895	868 44	26,222 46	2,499 81	353 55
" " " ..	1896	1,455 21	16,743 64	2,182 04	260 90
" " " .	1897	.....	.....	2,728 38	1 20
" " " ..	1898	.....	111 70	2,785 25	453 85
" " "	1899	.....	.....	2,819 86	456 61
" " " ..	1900	.....	.....	2,833 24	1,483 30
" " " ..	1901	.....	2,311 26	2,730 44	841 63
" " " ..	1902	.....	10,014 43	2,939 81	274 44
" " " ..	1903	.....	.....	2,836 49	764 11
" " " ..	1904	.....	.....	3,126 94	122 45
" " " ..	1905	.....	3,000 10	2,969 90	1,095 90
" " " ..	1906	.....	.....	3,239 19	253 65
" " " ..	1907	.....	.....	2,468 78	246 87
" " " ..	1908	.....	.....	3,371 13	942 64
" " " ..	1909	.....	.....	3,282 22	532 78
" " " ..	1910	.....	.....	3,449 43	238 14
" " " ..	1911	.....	.....	4,180 96	473 44
		648,755 64	.....	.....	.....
LESS—Refunds in 1897 8.	....	208 50	.....	.....	.....
Total	...	*648,547 14	151,134 50	91,639 52	33,916 69

* Expenditure as above ..... $ 648,547 14
Less expenditure prior to Confederation. 156,523 32

Agreeing with Public Accounts, 1911, page 4. ..... $ 492,023 82

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TAY CANAL.

	Year ending	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1868				
" " "	1869				
" " "	1870				
" " "	1871				
" " "	1872				
" " "	1873				
" " "	1874				
" " "	1875				
" " "	1876				
" " "	1877				
" " "	1878				
" " "	1879				
" " "	1880				
" " "	1881				
" " "	1882		748 65		
" " "	1883	4,831 80			
" " "	1884	50,878 12			
" " "	1885	92,473 97			
" " "	1886	65,561 51			
" " "	1887	49,617 92			
" " "	1888	54,166 57			
" " "	1889	89,486 18			
" " "	1890	22,226 23		*	*
" " "	1891	17,114 78		*	*
" " "	1892	29,771 65		*	*
" " "	1893			*	*
" " "	1894			*	*
" " "	1895			*	*
" " "	1896			*	*
" " "	1897	10,720 50		*	*
" " "	1898			*	*
" " "	1899			*	*
" " "	1900	2,750 00		*	*
" " "	1901			*	*
" " "	1902			*	*
" " "	1903			*	*
" " "	1904			*	*
" " "	1905			*	*
" " "	1906			*	*
" " "	1907			*	*
" " "	1908			*	*
" " "	1909			*	*
" " "	1910			*	*
" " "	1911			*	*
Total	..	†189,599 23	748 65	*	*

* Included in Rideau Canal since 1890.
† Agreeing with Public Accounts 1911, page 4.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

TRENT CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	...	309,371 31	.....	.....	... .
" since " " ..	1868	... .	....	....	.....
" " " " ..	1869	....	....	.....	.....
" " " " ..	1870	.....	.....	.....	... .
" " " " ..	1871	....	.....	.....	.....
" " " " ..	1872	.....	.....	.....	.....
" " " " ..	1873	....	.....	.....	.....
" " " " ..	1874	....	....	....	.. ..
" " " " ..	1875	.....	.. ..	....	.....
" " " " ..	1876	.....	.....	....	.....
" " " " ..	1877	... ...	....	... .	.....
" " " " ..	1878	.....	.....	.....	.....
" " " " ..	1879	... .	.....	.....	....
" " " " ..	1880	561 50	....	1,188 92	3,568 89
" " " " ..	1881	... .	... .	2,489 93	2,233 50
" " " " ..	1882	. . ..	5,836 51	2,011 92	3,115 50
" " " " ..	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " " " ..	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " " " ..	1885	121,382 84	.....	3,303 87	4,653 50
" " " " ..	1886	75,103 30	.....	1,639 75	5,917 88
" " " " ..	1887	179,541 63	.. ..	1,938 08	6,008 88
" " " " ..	1888	114,879 35	....	1,770 29	5,151 42
" " " " ..	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " " " ..	1890	58,644 50	11,522 65	3,450 99	730 55
" " " " ..	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " " " ..	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " " " ..	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " " " ..	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " " " ..	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " " " ..	1896	392,976 08	6,185 75	4,349 34	3,329 97
" " " " ..	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " " " ..	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " " " ..	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " " " ..	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " " " ..	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " " " ..	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " " " ..	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " " " ..	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " " " ..	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " " " ..	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " " " ..	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " " " ..	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " " " ..	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " " " ..	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " " " ..	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
Total		*9,555,950 41	657,790 90	282,695 37	427,579 91

*Total expenditure on Capital Account as above. $9,555,950 41

LESS—Expenditure prior to Confederation..... . $ 309,371 31

" Year 1880 .... 561 50

309,932 81

Agreeing with Public Accounts Balance Sheet, 1911, page 4.. ....$9,246,017 60

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WELLAND CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		222,220 00			
Government expenditure prior to confederation		7,416,019 83			
" since " "	1868	12,097 84		37,679 05	38,852 96
" " " "	1869	43,486 36		39,060 61	50,773 03
" " " "	1870		22,173 72	40,340 45	65,009 19
" " " "	1871		48,569 10	42,383 33	53,381 02
" " " "	1872	53,680 32	6,022 44	37,085 37	50,276 90
" " " "	1873	82,282 20	47,876 27	45,382 99	66,550 73
" " " "	1874	746,429 61		50,966 48	103,666 99
" " " "	1875	1,047,119 91		52,595 00	88,539 99
" " " "	1876	1,569,478 19	700 00	57,623 31	81,376 12
" " " "	1877	2,199,962 61		59,963 47	49,783 93
" " " "	1878	2,138,392 99		60,138 59	66,393 53
" " " "	1879	1,552,697 41		59,912 23	56,755 57
" " " "	1880	1,252,924 75		63,198 10	76,535 25
" " " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " " "	1884	432,336 21		113,276 87	90,926 97
" " " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " " "	1898		34,803 25	84,806 54	59,571 66
" " " "	1899		30,099 84	86,110 88	56,270 60
" " " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
Total		* 28,743,292 99	1,286,972 40	3,729,239 54	3,121,953 70

* Total expenditure as above	$ 28,743,292 99
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts Balance Sheet, 1911, page 4	$ 28,521,072 99
Original cost of construction, including first enlargement	$ 7,693,821 03
Enlargement, including new Welland Canal	21,049,468 96
Total expenditure as above	28,743,292 99

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing the amounts expended on Construction, Renewals, &c.—*Continued.*

WILLIAMSBURG CANAL.

	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,412 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						6,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,388 68	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 64
" " "	1890		126,117 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		151,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,03 84

" " " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00
" " " "	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
" " " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
" " " "	1902	42,209 89	421,945 81	137,818 22	601,973 92	.....	14,403 28	13,673 26
" " " "	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
" " " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 95
" " " "	1905	8,108 99	292,337 29	8,109 98	{ 8,209 63 / 308,556 26 }	5,573 69	23,399 45	21,492 46
" " " "	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
" " " "	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " " "	1908	.....	100,312 81	.....	100,312 81	16,635 15	19,441 86	18,563 82
" " " "	1909	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
" " " "	1910	.....	.....	.....	.....	.....	20,682 88	29,645 76
" " " "	1911	.....	.....	.....	.....	2,622 39	21,893 61	21,681 75
Total		877,090 57	6,118,927 32	2,158,242 00	*10,485,611 69	114,371 93	462,246, 61	445,944 55

* Original construction ..... $ 1,320,655 54
Cost of enlargement 9,164,956 15

Total $10,485,611 69

Included in total cost of St. Lawrence River and Canals, *see* page 22.

W. C. LITTLE,
Accountant

Department of Railways and Canals,
Ottawa, July 23, 1911.

STATEMENT showing amount expended on Construction and Enlargement of Canals, to March 31, 1911.

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,214 66	63,786 47	701,001 13
Cornwall	1,945,624 73	5,289,142 41	7,234,767 14
Culbute	382,776 46		382,776 46
Lachine	2,589,532 85	10,039,277 20	12,628,810 05
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,085,889 21		4,085,889 21
Sault Ste. Marie	4,923,329 97		4,923,329 97
Soulanges	7,228,835 30		7,228,835 30
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65		121,537 65
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	9,555,950 41		9,555,950 41
Welland	7,693,824 03	21,049,468 96	28,743,292 99
Williamsburg — Farran's Point		877,090 57	10,485,611 69
Williamsburg — Galops		6,118,927 32	
Williamsburg — Rapide Plat		2,158,242 00	
Williamsburg — Williamsburg	1,320,655 54	10,696 26	
Total	44,724,907 15	54,586,983 01	99,311,890 16

* Construction by Imperial Government not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1911.

	Year ending.	Capital.	Income.	Staff.	Repairs.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure since Confederation	1868	33,784 06	95,347 79	113,084 50	101,646 44	403,879 19
" "	1869	126,898 20	55 00	116,069 76	118,579 31	400,263 32
" "	1870	.....	90,355 96	120,403 02	150,176 70	414,687 02
" "	1871	.....	116,429 54	135,040 81	140,467 52	488,538 76
" "	1872	255,645 75	33,289 27	124,137 09	152,086 25	466,847 52
" "	1873	256,547 27	127,369 55	148,581 18	186,573 13	486,433 26
" "	1874	1,189,591 91	51,037 05	167,194 40	213,613 86	510,755 99
" "	1875	1,714,830 37	479 00	168,401 21	203,226 85	414,979 59
" "	1876	2,388,733 46	810 75	178,411 80	190,578 45	390,337 04
" "	1877	4,131,374 30	22 30	179,661 40	138,448 51	390,857 37
" "	1878	3,843,338 62	.....	187,521 31	122,251 60	373,814 17
" "	1879	3,064,098 61	.....	191,892 44	115,349 99	337,675 13
" "	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" "	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 69
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
Total	.....	99,311,890 16	6,608,302 40	12,206,616 09	9,960,433 26	14,377,492 63

*This does not include expenditure which has been charged to Canals General but only the amount expended on specified canals.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1611.

CANAL REVENUE STATEMENT FOR YEAR ENDING MARCH 31, 1911.

Canal Revenue.					Collection Divisions.	Deposits to the credit of the Receiver General.			Cost of Staff, Repairs and Statistical Offices chargeable to Revenue.
Wharfage, Storage, Fines, &c.	Port Colborne Elevator.	Total Canal Revenue Accrued.	Hydraulic and other Rents, &c.	Total.		On Account. Canal Revenue.	On Account. Hydraulic Rents.	Total.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.
					Welland Canal				212,799 29
95 15		95 15	5,075 18	5,170 33	Port Colborne	95 15	5,075 18	5 170 33	2,901 92
262 06		262 06	56,513 16	56,775 22	Port Dalhousie	262 06	56,513 16	56,775 22	2,582 36
	20,203 28	20,203 28		20,203 28	Port Colborne Elevator	20,203 28		20,203 28	15,046 04
357 21	20,203 28	20,560 49	61,588 34	82,148 83	Totals	20,560 49	61,588 34	82,148 83	233,330 61
					St. Lawrence Canals				411,897 73
			14,826 04	14,826 04	Beauharnois		14,826 04	14,826 04	
45 00		45 00	3,067 00	3,112 00	Coteau Landing	45 00	3,067 00	3,112 00	1,516 72
892 07		892 07	12,472 75	13,364 82	Cornwall	892 07	12,472 75	13,364 82	1,711 00
15 00		15 00	3,306 34	3,321 34	Cardinal	15 00	3,306 34	3,321 34	1,053 35
962 65		962 65		962 65	Lachine	962 65		962 65	2,293 09
9,714 15		9,714 15	81,134 47	90,848 62	Montreal	9,714 15	81,134 47	90,848 62	11,891 94
					Kingston				613 26
11,628 87		11,628 87	114,806 60	126,435 47	Totals	11,628 87	114,806 60	126,435 47	430,977 09
					Chambly Canal				61,734 28
4 00		4 00	88 00	92 00	Chambly	4 00	88 00	92 00	1,276 24
9 00		9 00	43 00	52 00	St. John's	9 00	43 00	52 00	1,606 06
					St. Ours Lock				726 04
13 00		13 00	131 00	144 00	Totals	13 00	131 00	144 00	65,342 62
					Ottawa Canals				42,609 75
8 00		8 00	5 00	13 00	Grenville	8 00	5 00	13 00	632 50
			34 00	34 00	Carillon		34 00	34 00	724 54
			31 00	31 00	Ste Anne's Lock		31 00	31 00	876 14
8 00		8 00	70 00	78 00	Totals	8 00	70 00	78 00	44,842 93

533 10		533 10	2,956 05	3,489 15	*Rideau Canal*				130,862 22
20 00		20 00	369 00	389 00	Ottawa	533 10	2,956 05	3,489 15	1,674 35
55 00		55 00	89 20	144 20	Kingston Mills	20 00	369 00	389 00	483 28
					Smith's Falls	55 00	89 20	144 20	507 10
608 10		608 10	3,414 25	4,022 35	Totals	608 10	3,414 25	4,022 35	133,526 95
			32 00	32 00	*St. Peter's Canal*		32 00	32 00	4,870 04
			11 00	11 00	*Murray Canal*		11 00	11 00	6,536 60
51 50		51 50	7,532 35	7,583 85	*Trent Valley Canal*	51 50	7,532 35	7,583 85	78,697 87
51 50		51 50	7,532 35	7,583 85	Totals	51 50	7,532 35	7,583 85	78,697 87
360 00		360 00	505 00	865 00	*Sault Ste. Marie Canal*	360 00	505 00	865 00	46,854 83
13,026 68	20,203 28	33,229 96	188,090 54	221,320 50	Totals	33,229 96	188,090 54	221,320 50	1,044,979 54
					Dredge Vessels				15,884 48
					Inspection				
					Department of Public Printing and Stationery				666 47
					General				24,704 04
					Grand Totals	33,229 96	188,090 54	221,320 50	1,086,234 53
					Less Refunds		182 01	182 01	
					Net Revenue	33,229 96	187,908 53	221,138 49	

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1911.

HYDRAULIC AND OTHER RENTS.

Balance due April 1, 1910.	Accrued during the year ended March 31, 1911	Totals.	1910–1911.	Abatement.	Deposited to the credit of the Receiver General.	Paid into hands of the Collectors.	Balance due March 31, 1911	Totals.
$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
62,715 23	47,844 56	110,559 79	....Welland Canal	150 00	61,588 34	61,588 34	48,821 45	110,559 79
4,076 17	3,440 00	7,516 17	....Williamsburg Canal	31 66	3,306 34	3,306 34	4,178 17	7,516 17
7,925 37	7,605 50	15,530 87	....Cornwall Canal		12,472 75	12,472 75	3,058 12	15,530 87
6,967 84	14,887 54	21,855 38	....Beauharnois Canal		14,826 04	14,798 04	7,057 31	21,855 38
33,596 64	91,265 70	124,862 34	....Lachine Canal	1,158 62	81,134 47	81,134 47	42,569 25	124,862 34
877 84	139 00	1,016 84	....Chambly Canal		131 00	131 00	885 84	1,016 84
4,928 45	4,220 00	9,148 45	....Rideau Canal	31 50	3,414 25	3,414 25	5,702 70	9,148 45
106 45	8,225 35	8,331 80	....Trent Canal	36 00	7,532 35	7,532 35	763 45	8,331 80
60 00	515 00	575 00	....Sault Ste. Marie Canal		505 00	505 00	70 00	575 00
26,998 83	585 82	27,584 65	....Carillon & Grenville Canal		39 00	39 00	27,545 65	27,584 65
.....	3,067 00	3,067 00	....Soulanges Canal		3,067 00	3,067 00	.....	3,067 00
14 00	69 00	83 00	....Sundry Canals		74 00	74 00	9 00	83 00
148,266 82	181,861 47	330,131 29	Totals	1,407 78	188,090 54	188,062 54	140,660 97	330,131 29

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

RECAPITULATION STATEMENT OF EXPENDITURE BY CANALS TO MARCH 31, 1911.

Canal.	Capital.	Income.	Staff.	Repairs.
	$ cts.	$ cts.	$ cts.	$ cts.
Bay Verte		44,387 53		
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23
Carillon and Grenville	4,182,992 96	340,192 61	658,269 25	488,759 01
Chambly	701,001 13	696,772 38	772,294 50	713,573 40
Cornwall	7,234,767 14	428,309 72	1,139,423 16	706,379 74
Culbute Lock	382,776 46	60,923 37	11,507 48	7,036 15
Lachine	12,628,810 05	1,311,850 81	2,173,921 24	1,504,618 63
Lake St. Francis	75,906 71	25,043 68		
Lake St. Louis	298,176 11			
Murray	1,248,946 71	71,963 64	107,463 61	78,078 33
Rideau	4,085,889 21	463,169 17	1,370,010 97	1,225,981 01
Sault Ste. Marie	4,923,329 97	236,664 99	260,758 78	210,062 16
Soulanges	7,228,835 30	88,288 49	308,422 61	271,085 59
Ste. Anne's Lock	1,170,215 63	69,621 46	95,022 73	117,698 66
St. Lawrence River and Canals	3,469,913 41	128,298 11		
St. Ours' Lock	121,537 65	165,987 22	94,125 83	82,074 50
St. Peter's	648,547 14	151,134 50	91,639 52	33,916 69
Tay	489,599 23	748 65		
Trent	9,555,950 41	657,790 90	282,695 37	427,579 91
Welland	28,743,292 99	1,286,972 40	3,729,239 54	3,121,953 70
Williamsburg	10,485,611 69	114,371 93	462,246 61	445,944 55
*Totals	$99,311,890 16	$6,608,302 40	$12,206,616 09	9,960,433 26

*Total expenditure on canals including miscellaneous canals expenditure, page 54, amounts to $139,200,470 92.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

ANNAPOLIS AND DIGBY RAILWAY.

	Year.	Capital.	Income Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889	9,847 27	
" " "	1890	381,942 75	
" " "	1891	196,869 36	
" " "	1892	26,129 89	
" " "	1893	2,190 62	
" " "	1894	1,675 36	
" " "	1895	570 55	
" " "	1896		
" " "	1897	41,457 29	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		8,381 82
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total		*660,683 09	8,381 82

* Of this amount Parliament voted under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

CANADA EASTERN RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
" " "	1875	
" " "	1876	
" " "	1877	
" " "	1878	
" " "	1879	
" " "	1880	
" " "	1881	
" " "	1882	
" " "	1883	
" " "	1884	
" " "	1885	
" " "	1886	
" " "	1887	
" " "	1888	
" " "	1889	
" " "	1890	
" " "	1891	
" " "	1892	
" " "	1893	
" " "	1894	
" " "	1895	
" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	
" " "	1905	800,000 00
" " "	1906	
" " "	1907	
" " "	1908	19,000 00
" " "	1909	
" " "	1910	
" " "	1911	
Total		*819,000 00

*Included in total cost of Intercolonial Railway system, page 45

W. C. LITTLE,
Accountant

Department of Railways and Canals,
Ottawa, July 23, 1911.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation.				
" since " "	1868			
" " " "	1869			
" " " "	1870			
" " " "	1871	30,148 32		
" " " "	1872	489,428 16		
" " " "	1873	561,818 44		
" " " "	1874	310,224 88		
" " " "	1875	1,546,241 67		
" " " "	1876	3,346,567 06		
" " " "	1877	1,691,149 97		
" " " "	1878	2,228,373 13		
" " " "	1879	2,240,285 47		
" " " "	1880	4,044,522 72	78,892 01	104,975 69
" " " "	1881	4,968,503 93	236,944 98	291,498 06
" " " "	1882	(1) 4,589,075 79	1,786 20	
" " " "	1883	(2) 10,033,800 04	266 09	
" " " "	1884	(3) 11,192,722 02	327 02	
" " " "	1885	(4) 9,900,281 53		
" " " "	1886	(5) 3,672,584 81		
" " " "	1887	(6) 915,057 49		
" " " "	1888	52,098 65		
" " " "	1889	86,716 07		
" " " "	1890	40,980 54		
" " " "	1891	37,367 00		
" " " "	1892	66,211 39		
" " " "	1893	413,836 49		
" " " "	1894	146,539 87		
" " " "	1895	49,209 77		
" " " "	1896	65,669 49		
" " " "	1897	14,054 50		
" " " "	1898	692 17		
" " " "	1899	8,418 53		
" " " "	1900	236 11		
" " " "	1901	8,978 87		
" " " "	1902	448 70		
" " " "	1903			
" " " "	1904	33,076 39		
" " " "	1905			
" " " "	1906			
" " " "	1907			
" " " "	1908	600 00		
" " " "	1909	937 77		
" " " "	1910			
" " " "	1911	2,918 35		
Total		*62,789,776 09	318,216 30	396,473 75

* Agrees with Public Accounts Balance Sheet, 1910-1911, page 8.

(1) Including $ 2,210,000 00 on account subsidy.
(2) " 5,323,076 60 "
(3) " 7,254,208 27 "
(4) " 6,862,201 00 "
(5) " 2,890,427 00 "
(6) " 460,087 13 "

†$25,000,000 00

† See also statement page 56 and following for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, July 23, 1911.

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887	76,501 89	
" " "	1888	689,450 50	
" " "	1889	1,083,276 60	
" " "	1890	1,170,523 62	
" " "	1891	521,441 62	
" " "	1892	99,936 96	
" " "	1893	59,982 74	
" " "	1894	158,770 61	
" " "	1895	*	
" " "	1896	*	
" " "	1897	405 00	
" " "	1898	389 60	
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
	1911		
Total		§3,860,679 14	†

*Included in Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
§Included in total cost of Intercolonial Railway system, see page 45

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

CARLETON BRANCH RAILWAY.

	Years.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since " "	1868			
" " " "	1869			
" " " "	1870			
" " " "	1871			
" " " "	1872			
" " " "	1873			
" " " "	1874			
" " " "	1875			
" " " "	1876			
" " " "	1877			
" " " "	1878			
" " " "	1879			
" " " "	1880			
" " " "	1881			
" " " "	1882			
" " " "	1883			
" " " "	1884			
" " " "	1885			
" " " "	1886	85,610 69		
" " " "	1887	2,299 62		
" " " "	1888	500 17		
" " " "	1889			
" " " "	1890			
" " " "	1891			
" " " "	1892			
" " " "	1893			
" " " "	1894			
" " " "	1895			
" " " "	1896			
" " " "	1897			
" " " "	1898			
" " " "	1899			
" " " "	1900			
" " " "	1901			
" " " "	1902			
" " " "	1903			
" " " "	1904			
" " " "	1905			
" " " "	1906			
" " " "	1907			
" " " "	1908			
" " " "	1909			
" " " "	1910			
" " " "	1911			
Total		88,410 48		
*Less amount received from city of St. John N.B.		40,000 00		
		48,410 48		

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John N. B. for the sum of $40,000, which sum was paid, in March, 1893, to the Receiver General.

W. C. LITTLE.
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation	...	...	...
" since " "	1868	...	...
" " "	1869	...	...
" " "	1870	...	...
" " "	1871	...	...
" " "	1872	...	...
" " "	1873	...	...
" " "	1874	...	...
" " "	1875	...	...
" " "	1876	...	...
" " "	1877	...	...
" " "	1878	...	...
" " "	1879	...	...
" " "	1880	...	...
" " "	1881	...	...
" " "	1882	...	...
" " "	1883	...	...
" " "	1884	...	...
" " "	1885	...	...
" " "	1886	...	...
" " "	1887	...	...
" " "	1888	...	...
" " "	1889	...	...
" " "	1890	...	...
" " "	1891	...	...
" " "	1892	...	...
" " "	1893	...	...
" " "	1894	...	...
" " "	1895	...	...
" " "	1896	...	...
" " "	1897	...	...
" " "	1898	...	...
" " "	1899	...	...
" " "	1900	1,459,000 00	...
" " "	1901	...	...
" " "	1902	5,000 00	...
" " "	1903	...	...
" " "	1904	...	...
" " "	1905	...	...
" " "	1906	...	...
" " "	1907	...	...
" " "	1908	...	...
" " "	1909	...	...
" " "	1910	...	...
" " "	1911	...	...
Total	...	*1464,000 00	...

*Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation				
" since "	1868			
" " "	1869			
" " "	1870			
" " "	1871			
" " "	1872			
" " "	1873			
" " "	1874			
" " "	1875			
" " "	1876			
" " "	1877			
" " "	1878			
" " "	1879			
" " "	1880			
" " "	1881			
" " "	1882			
" " "	1883			
" " "	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887		94,254 04	64,107 10
" " "	1888		90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890		79,102 77	84,658 95
" " "	1891	3,255 40	*	†
" " "	1892		*	†
" " "	1893		*	†
" " "	1894		*	†
" " "	1895		*	†
" " "	1896		*	†
" " "	1897		*	†
" " "	1898		*	†
" " "	1899		*	†
" " "	1900		*	†
" " "	1901		*	†
" " "	1902		*	†
" " "	1903		*	†
" " "	1904		*	†
" " "	1905		*	†
" " "	1906		*	†
" " "	1907		*	†
" " "	1908		*	†
" " "	1909		*	†
" " "	1910		*	†
" " "	1911		*	†
Total		‡1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.
‡Included in total cost of Intercolonial Railway system, page 45.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

HUDSON BAY RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
" " "	1875	
" " "	1876	
" " "	1877	
" " "	1878	
" " "	1879	
" " "	1880	
" " "	1881	
" " "	1882	
" " "	1883	
" " "	1884	
" " "	1885	
" " "	1886	
" " "	1887	
" " "	1888	
" " "	1889	
" " "	1890	
" " "	1891	
" " "	1892	
" " "	1893	
" " "	1894	
" " "	1895	
" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
" " "	1907	
" " "	1908	
" " "	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149 81
Total		329,620 27

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

INTERCOLONIAL RAILWAY.

	Year.	Construction.	Income.	Working Expenses including Windsor Branch Ry.	Revenue received, including Windsor Branch Ry.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation		10,766,725 54			
" since. "	1868	483,353 65		359,961 08	420,752 58
" " "	1869	282,615 18		387,548 47	455,022 76
" " "	1870	1,729,381 49		445,208 75	471,245 09
" " "	1871	2,916,782 13		442,993 31	565,713 52
" " "	1872	5,131,141 51		595,076 22	622,900 56
" " "	1873	5,201,450 37		1,011,892 60	703,458 26
" " "	1874	3,614,898 81		1,847,175 24	893,430 17
" " "	1875	3,426,099 55		1,532,589 62	861,593 43
" " "	1876	1,108,321 59		1,277,197 79	848,861 46
" " "	1877	1,318,352 19		1,661,673 55	1,154,445 35
" " "	1878	408,816 74		1,811,273 56	1,378,946 78
" " "	1879	226,639 19		2,010,183 22	1,294,099 69
" " "	1880	2,048,014 60		1,607,956 70	1,520,310 45
" " "	1881	608,732 80		1,780,353 53	1,777,856 76
" " "	1882	585,568 79		2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96		2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52		2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08		2,460,229 87	2,392,605 00
" " "	1886	544,958 17		2,508,473 10	2,406,858 88
" " "	1887	823,070 86		2,854,158 91	2,621,337 41
" " "	1888	742,203 09		3,300,481 94	2,937,337 40
" " "	1889	655,228 13		3,174,785 19	2,923,736 46
" " "	1890	365,246 48		3,500,455 80	2,958,243 38
" " "	1891	79,929 34		3,691,273 65	3,007,630 51
" " "	1892	168,101 77		3,458,891 39	2,978,950 82
" " "	1893	228,984 79		3,062,207 45	3,099,815 20
" " "	1894	166,362 43		2,999,317 07	3,020,485 74
" " "	1895	327,034 51		2,964,940 98	2,979,795 59
" " "	1896	259,105 23		3,029,304 08	2,994,201 93
" " "	1897	145,142 00		2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29		4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57		5,477,285 30	5,019,497 76
" " "	1902	4,621,841 05		5,596,939 57	5,720,990 50
" " "	1903	2,254,266 68		6,214,496 38	6,366,884 53
" " "	1904	†1,880,856 60		7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93		8,535,689 91	6,833,561 50
" " "	1906	‡3,765,170 90		7,599,400 33	7,693,282 40
" " "	1907	1,506,209 26		6,045,597 15	6,293,751 52
" " "	1908	4,363,494 01		9,195,347 64	9,229,989 21
" " "	1909	3,867,232 16		9,364,256 10	8,583,100 79
" " "	1910	1,278,409 45		8,668,620 23	9,328,888 97
" " "	1911	762,869 06		9,613,774 77	9,911,974 83
Total		*83,582,087 59	280,000 00	157,411,538 50	149,972,948 66

*Including $296,872.90 paid to Nova Scotia Ry. and European and North American Ry., N.B., and charged to 'Consolidated Fund.'

† Expenditure for year $1,894,856 90
Less refunds of previous years 14,000 30

$1,880,856 60

‡ Expenditure for the year $3,760,942 95
Add refunded cheque of 1901-2 paid during fiscal year 1905-6 ..... 4,227 95

$3,765,170 90

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page	†$83,582,087 59
To which add the following :—	
*Canada Eastern Railway, page 37	819,000 00
*Cape Breton Railway, page 39	3,860,679 14
*Drummond County Railway, page 41	1,464,000 00
*Eastern Extension Railway, page 42	1,324,042 81
*Montreal and European Short Line Railway, page 46	333,942 72
*Oxford and New Glasgow Railway, page 48	1,949,063 21
	$93,332,815 47

Less amounts transferred from Capital to Consolidated Fund as follows :—

European and North American Railway from 1868 to 1873	$ 88,863 18	
Nova Scotia Railway from 1868 to 1873	208,509 72	296,872 90
Total capital cost of Intercolonial Railway system		*$ 93,035,942 57

* Agreeing, less outstanding cheques, with Public Accounts, 1910-1911, page 4.

† Includes $220.48 amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

Department of Railways and Canals,
Ottawa, July 23, 1911.

W. C. LITTLE,
Accountant.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885	49,587 45	
" " "	1886	135,214 38	
" " "	1887	24,157 32	
" " "	1888	397 35	
" " "	1889		
" " "	1890		
" " "	1891	124,568 23	
" " "	1892		
" " "	1893		
" " "	1894	17 99	
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total		*333,942 72	

Included in total cost of Intercolonial Railway system, page 15.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

NATIONAL TRANSCONTINENTAL RAILWAY.

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
" " "	1875	
" " "	1876	
" " "	1877	
" " "	1878	
" " "	1879	
" " "	1880	
" " "	1881	
" " "	1882	
" " "	1883	
" " "	1884	
" " "	1885	
" " "	1886	
" " "	1887	
" " "	1888	
" " "	1889	
" " "	1890	
" " "	1891	
" " "	1892	
" " "	1893	
" " "	1894	
" " "	1895	
" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	
" " "	1903	
" " "	1904	6,249 40
" " "	1905	778,491 28
" " "	1906	1,841,269 95
" " "	1907	5,537,867 50
" " "	1908	18,910 449 41
" " "	1909	24,892,422 68
" " "	1910	19,968,126 86
" " "	1911	23,488,208 40
Total.		*95,423,985 48

* Agrees with Public Accounts Balance Sheet, 1910-1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

OXFORD AND NEW-GLASGOW RAILWAY.

—	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure prior to Confederation			
" since "	1868		
" " "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,074 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907	*	
" " "	1908		
" " "	1909		
" " "	1910		
" " "	1911		
Total ...		‡1,949,063 21	†

* Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡Included in total cost of Intercolonial Railway system, page 45. Add $220 48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Ry.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

	Year.	Construction.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		3,114,735 11		
" since " "	1874		750 00	
" " " "	1875	46,086 63	49,344 62	24,493 99
" " " "	1876	42,546 10	219,930 43	118,060 96
" " " "	1877	200,000 00	228,595 25	130,664 92
" " " "	1878	6,551 86	221,599 49	135,899 60
" " " "	1879	40,129 05	223,313 12	125,855 91
" " " "	1880	16,539 82	164,640 55	113,851 11
" " " "	1881		203,122 88	131,131 43
" " " "	1882	402 03	228,259 97	137,267 54
" " " "	1883	57,186 02	252,808 41	146,170 42
" " " "	1884	130,663 38	236,428 13	144,504 12
" " " "	1885	76,956 56	211,207 01	158,588 06
" " " "	1886	4,668 33	216,744 34	155,584 36
" " " "	1887	5,800 00	204,237 45	155,303 37
" " " "	1888		229,639 95	158,363 62
" " " "	1889		247,559 44	171,369 56
" " " "	1890		266,485 85	160,971 78
" " " "	1891		257,990 08	174,258 05
" " " "	1892	8,300 49	289,706 38	157,442 69
" " " "	1893		226,422 17	162,690 42
" " " "	1894		226,891 06	158,533 83
" " " "	1895		232,905 19	149,654 78
" " " "	1896		225,138 56	146,476 54
" " " "	1897		240,489 90	153,443 13
" " " "	1898	17,541 88	231,418 74	158,950 61
" " " "	1899	22,000 00	218,053 01	165,012 03
" " " "	1900	53,546 02	220,931 81	174,738 73
" " " "	1901	280,173 93	261,766 24	193,883 48
" " " "	1902	475,997 94	270,159 97	197,999 93
" " " "	1903	829,414 18	259,637 82	217,714 24
" " " "	1904	698,877 47	335,695 44	234,390 03
" " " "	1905	591,412 65	370,464 44	217,330 61
" " " "	1906	496,124 89	294,253 16	257,270 57
" " " "	1907	91,710 52	283,148 50	215,434 97
" " " "	1908	390,461 83	399,947 79	304,579 83
" " " "	1909	561,206 90	400,330 41	311,319 63
" " " "	1910	206,396 97	427,283 73	319,074 74
" " " "	1911	94,320 56	424,104 00	337,419 55
Total		*8,559,751 12	9,501,405 29	6,575,699 14

* Agrees with Public Accounts Balance Sheet, 1910-1911, page 4.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

QUEBEC BRIDGE.

	Year	Capital.	Income.
		$ cts.	$ cts.
Government expenditure prior to Confederation	1868		
" since "	1869		
" " "	1870		
" " "	1871		
" " "	1872		
" " "	1873		
" " "	1874		
" " "	1875		
" " "	1876		
" " "	1877		
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		
" " "	1882		
" " "	1883		
" " "	1884		
" " "	1885		
" " "	1886		
" " "	1887		
" " "	1888		
" " "	1889		
" " "	1890		
" " "	1891		
" " "	1892		
" " "	1893		
" " "	1894		
" " "	1895		
" " "	1896		
" " "	1897		
" " "	1898		
" " "	1899		
" " "	1900		
" " "	1901		
" " "	1902		
" " "	1903		
" " "	1904		
" " "	1905		
" " "	1906		
" " "	1907		
" " "	1908		
" " "	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
Total		227,563 40	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total		227,563 40	434,655 14

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

YUKON TERRITORY WORKS.

(St.kine-Teslin Railway.)

	Year.	Construction.
		$ cts.
Government expenditure prior to Confederation		
" since "	1868	
" " "	1869	
" " "	1870	
" " "	1871	
" " "	1872	
" " "	1873	
" " "	1874	
" " "	1875	
" " "	1876	
" " "	1877	
" " "	1878	
" " "	1879	
" " "	1880	
" " "	1881	
" " "	1882	
" " "	1883	
" " "	1884	
" " "	1885	
" " "	1886	
" " "	1887	
" " "	1888	
" " "	1889	
" " "	1890	
" " "	1891	
" " "	1892	
" " "	1893	
" " "	1894	
" " "	1895	
" " "	1896	
" " "	1897	
" " "	1898	
" " "	1899	
" " "	1900	
" " "	1901	
" " "	1902	283,323 55
" " "	1903	
" " "	1904	
" " "	1905	
" " "	1906	
" " "	1907	
" " "	1908	
" " "	1909	
" " "	1910	
" " "	1911	
Total		*283,323 55

* Included in Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing amount expended on Capital Account on Railways—including Quebec Bridge Reconstruction.

Railways.	— $ cts.	— $ cts.
Intercolonial	83,285,214 69	
Cape Breton	3,860,679 14	
Oxford and New Glasgow	1,949,063 21	
Eastern Extension	1,324,042 81	
Drummond County	1,464,000 00	
Montreal and European Short Line	333,942 72	
Canada Eastern	819,000 00	
Total		93,035,942 57
Carleton Branch		48,410 48
Prince Edward Island		8,559,751 12
Canadian Pacific		62,789,776 09
Annapolis and Digby		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.)		283,323 55
National Transcontinental		95,423,085 48
Governor General's car		56,538 82
Hudson Bay Railway		329,620 27
Quebec Bridge Reconstruction		227,563 40
Total		261,414,694 87

Memo. re Recapitulation—Railways.

Total Cost as per statement above	261,414,694 87
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, see statement page 35	296,872 90
Agreeing with total of Construction, as per statement, page 53	261,711,567 77

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

SESSIONAL PAPER No. 20

RECAPITULATION—GOVERNMENT RAILWAYS.

	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation	.....	13,881,460 65	.....	.....
" since " "	1868	483,353 65	359,961 08	420,752 58
" " " "	1869	282,615 18	387,548 47	455,022 76
" " " "	1870	1,729,381 49	445,208 75	471,245 09
" " " "	1871	2,946,930 45	442,993 31	565,713 52
" " " "	1872	5,620,569 67	595,076 22	622,900 56
" " " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " " "	1885	11,224,244 51	2,749,710 53	2,624,243 07
" " " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " " "	1890	2,392,767 99	3,846,044 42	3,203,874 11
" " " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " " "	1894	585,749 01	3,226,208 13	3,179,019 57
" " " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " " "	1907	7,174,370 17	6,328,745 65	6,509,186 49
" " " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " " "	1909	29,414,227 31	9,764,586 51	8,894,420 42
" " " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " " "	1911	24,760,029 58	10,037,878 77	10,249,394 38
Total	.....	*261,751,567 77	168,687,934 12	157,406,587 23

* Total amount paid on Construction $261,751,567 77
Less amount received from the City of St. John, N. B., as purchase price of the Carleton Branch Railway 40,000 00

Total cost of Construction ..... †$261,711,567 77

† Agreeing with amount expended on Capital Account on Railways, see page 52

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

STATEMENT showing Miscellaneous Expenditure yearly, by the Department of Railways and Canals.

Year ending.	Chargeable to Capital.	CHARGEABLE TO INCOME.			CHARGEABLE TO REVENUE.			Total, Yearly Expenditure
	Canals.	Canals.	Railways.	General.	Canals.	Railways.	General.	
	$ cts.	$ cts	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868.				6,305 66	12,000 00		2,416 66	20,722 32
1869.				8,367 52	12,000 00		1,000 00	21,367 52
1870.				7,853 03	18,698 89		7,679 78	34,231 70
1871				34,773 72	12,018 98			46,792 70
1872.				20,049 50	12,208 76			32,258 26
1873.				36,891 74	12,099 44		6,889 20	55,880 38
1874.				40,098 84	12,959 25		5,428 98	58,487 07
1875.				35,579 24	12,047 43		5,620 17	53,246 84
1876.				42,920 10	86 08		5,690 28	48,696 46
1877.					51 87	43,639 97		43,691 84
1878.		1,860 00			556 00		34,388 59	36,804 59
1879.								
1880.		2,561 55			323 16			2,884 71
1881.		2,338 41			5,535 22			7,873 63
1882.					9,826 23			9,826 23
1883.		11,781 27			6,978 54			18,759 81
1884.		7,486 62	62,256 58		8,305 41			78,048 61
1885.		16,725 47	11,003 38		1,210 61			28,939 46
1886.		20,323 62	10,383 59		776 30			31,483 51
1887.		23,512 00	23,515 34		649 04			47,706 38
1888.		34,533 07	22,898 90		5,799 83			63,231 80
1889.		10,091 87	16,552 64		5,207 64			31,852 15
1890.		16,426 69	50,909 74		49,550 21			116,886 64
1891.		16,925 31	16,314 41		56,922 05			90,161 77
1892		6,540 49	19,062 51		65,074 07			90,677 07
1893.		8,498 41	4,313 73	28,640 93	63,965 54			105,418 61
1894.		2,883 11	4,855 11	15,746 31	60,265 22			83,749 75
1895.		4,132 28	13,221 27	19,304 87	60,769 56			97,427 98
1896.		10,893 40	6,562 20	25,194 21	70,340 22			112,990 03
1897.		2,937 47	5,118 99	25,142 90	62,777 12		597 39	96,573 87
1898.		1,719 69	8,327 96	28,042 10	56,284 42	1,400 00		95,774 17
1899.		1,318 79	67,005 86	22,085 19	66,850 29			157,260 13
1900.		11,873 35	33,496 99	22,802 18	58,836 57			127,009 09
1901.		12,267 99	28,658 78	33,986 68	61,938 61			136,852 06
1902.		3,658 23	21,752 58	34,138 50	65,770 65			125,319 96
1903.		2,491 84	15,570 43	35,398 00	63,175 19			116,635 46
1904.		3,730 79	85,353 17	36,262 32	66,067 30			191,413 58
1905.		1,498 14	97,507 00	38,660 52	64,515 07			202,180 73
1906.		9,160 44	99,018 80	37,484 64	62,171 45			207,835 33
1907.		9,687 55	92,115 62	34,183 75	66,251 27			202,238 19
1908.	14,999 70	24,760 08	178,266 39	45,115 99	105,518 99			368,661 15
1909.	5,034 00	28,819 54	181,615 90	20,912 04	106,065 87			765,314 47
1910.		29,421 06	200,329 52	4,706 79	111,755 68			358,001 07
1911.		54,734 48	218,178 85	2,369 52	103,398 27	1,000 00		378,681 12
	20,033 70	395,593 01	1,594,196 24	743,016 79	1,697,602 30	46,039 97	69,711 05	4,999,848 20

N. B —The expenditure of Quebec Bridge included in Miscellaneous Expenditure (income railways) in 1909-1910 has been deducted from each of these years to form a separate account under the heading of "QUEBEC BRIDGE."

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

RECAPITULATION—RAILWAYS AND CANALS, TO MARCH 31, 1911.

Expenditure.

Chargeable to Capital Account—			
Railways, *see* Statement page 52		$ 261,414,694 87	
Canals " " 31 and 54		99,331,923 86	
			$ 360,746,618 73
Chargeable to Consolidated Fund—			
*Railway Subsidies as per Statement No. 3, page 56 to 65		$ 42,735,008 32	
Income Account—			
Intercolonial Railway *see* page 44	$ 280,000 00		
Add transferred from Capital " 45	296,872 90		
Railways " 51	1,594,196 24		
Canals " 31	6,608,302 40		
" " 54	395,593 01		
General Railways and Canals " 54	743,016 79		
Quebec Bridge " 50	434,655 14		
		10,352,636 48	
Revenue Account—			
Canals—Operating and maintaining staff, *see* page 318	12,206,616 09		
Canals—Repairs, *see* page 31	9,960,433 26		
" " " 54	1,697,602 30		
Railways—Working expenses, *see* page 53	168,687,934 12		
" " " 54	46,039 97		
General—Railways and Canals " 54	69 711 05		
		192,668,336 79	
			245,755,981 59
Total expenditure on Railways and Canals			$ 606,502,600 32

EXPENDITURE AS ABOVE SEPARATED AS BETWEEN RAILWAYS AND CANALS

Railways.

Capital Account	$ 261,414,694 87	
Consolidated Fund	214,074,706 69	
		$ 475,489,401 56

Canals.

Capital Account	$ 99,381,923 86	
Consolidated Fund	30,868,547 06	
		$ 130,200,470 92
Total		$ 605,689,872 48

General, Common to both.

Consolidated Fund	812,727 84
Total expenditure on Railways and Canals	$ 606,502,600 32

REVENUE, SEPARATED AS BETWEEN RAILWAYS AND CANALS.

Railways—Revenue received from July 1, 1867, to March 31 1911 (for details *see* page 53)	$ 157,406,587 23
Canals " " " (" " 31)	14,377,492 63
Total revenue, Railways and Canals	$ 171,784,079 86

*This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $1,394,000 up to 1905, granted by 47 Viet., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability, and is dealt with by the Finance Department, (*see* Public Accounts, 1898-1911 and page 79, 1908.

W. C. LITTLE,
Accountant.

Department of Railways and Canals,
Ottawa, July 23, 1911,

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED. Authority.	Amount.	RAILWAYS.	July 1, 1883, to June 30, 1904.
	$ cts.		$ cts.
46 Vic., chap. 25	156,800 00	International Railway, Quebec	156,800 00
53 " 2			
45 " 14	384,000 00		
46 " 25	80,000 00		
48-49 " 59	96,000 00		
49 " 10	186,295 00		
50-1 " 24	28,800 00	Quebec and Lake St. John Railway, Quebec	1,006,743 50
51 " 3	96,000 00		
52 " 3	64,000 00		
53 " 2	30,000 00		
54-5 " 8	5,250 00		
57-8 " 4	44,800 00		
46. " 25	89,600 00		
49 " 10	70,000 00	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
50-1 " 24	12,800 00		
52 " 3	32,000 00		
55-6 " 5	64,000 00		
47 " 8	272,000 00		
51 " 3	41,000 00	Pontiac Pacific Junction Railway, Quebec	193,578 00
53 " 2	24,000 00		
46 " 25	115,200 00		
47 " 8	76,800 00	Caraquette, Railway, N.B	224,000 00
50-1 " 24	32,000 00		
47 " 8	32,000 00		
49 " 10	57,600 00		
52 " 3	22,400 00	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	557,788 31
53 " 2	48,000 00		
56 " 2	48,000 00		
57-8 " 4	70,400 00		
7-8 Ed. VII 63	*		
47 " 8	48,000 00	Kingston and Pembroke Railway, Ontario	48,000 00
45 " 14	660,000 00		
46 " 26	660,000 00	Northern and Pacific Junction Railway, Quebec	1,320,000 00
53 " 2			
47 " 8	128,000 00		
48-9 " 59	19,200 00		
49 " 10	32,000 00	Canada Eastern Ry., formerly Northern and Western Ry., N.B., including also Chatham Branch Ry.	374,839 84
48-9 " 59	24,439 84		
51 " 3	140,800 00		
57-8 " 4	35,200 00		
62-3 " 7	*		
47 " 8	60,342 00	Quebec Central Railway, Quebec	348,342 00
51 " 3		do St Georges to St. Justine.	
7-8 " 63			
53 " 2	288,000 00		
48-9 " 59	72,000 00	Montreal and Sorel Railway, Quebec	93,757 57
53 " 2	40,000 00		
48-9 " 59	30,000 00		
50-1 " 24	64,000 00	Montreal and Champlain Junction Railway, Quebec	103,609 00
51 " 3	9,600 00		
46 " 25	38,400 00	Elgin, Petitcodiac and Havelock Railway, Quebec	82,652 82
51 " 3	44,252 82		
47 " 8	22,400 00	St. Louis and Richibucto Railway, N.B.	22,400 00
48-9 " *59	96,000 00		
49 " 10	38,400 00	Canada Atlantic Railway, Ontario	282,355 20
50-1 " 24	180,000 00		
47 " 6	750,000 00	Esquimalt and Nanaimo Railway, B.C	750,000 00
47 " 8	96,000 00	Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00		
47 " 8	300,000 00	Baie des Chaleurs Railway, Quebec	620,000 00
52 " 3			
		Carried forward	6,489,590 04

have been entered into and Payments made up to March 31, 1911.

	Payments.						Total March 31, 1911.
1904–1905.	1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909–1910.	1910–1911	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
							156,800 00
	86,016 00	67,712 00	73,472 00				1,233,943 50
							208,732 80
							193,578 00
							224,000 00
			256,870 40	55,449 60	164,172 29	144,608 51	1,178,889 11
							48,000 00
							1,320,000 00
							374,839 84
			55,638 69				403,980 69
						129,320 61	129,320 61
							93,757 57
							103,600 00
							82,652 82
							22,400 00
							282,355 20
							750,000 00
							96,000 00
							620,000 00
	86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	7,522,850 14

STATEMENT showing Subsidies Voted for Railways as to which Contracts have

Subsidies Voted. Authority.	Amount.	Railways	July 1, 1883, to June 30, 1904.
	$ cts.		$ c.
		Brought forward	6,489,590 04
48-9 Vic., c. 59	118,400 00	New Brunswick and Prince Edward Island, Ry. N. B.	113,440 00
50-1 " 24	217,600 00	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Ry., Quebec	217,600 00
49 " 10	11,200 00	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00	Great Eastern Railway, Quebec	40,345 00
50-1 " 24	96,000 00		
56 " 2	64,000 00		
53 " 2	37,500 00		
47 " 8	160,000 00	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3			
49 " 10	96,000 00	Buctouche and Moncton Railway, N.B.	101,600 00
50-1 " 24	6,400 00		
47 " 8	51,200 00	Albert Southern Railway, N. B.	50,460 00
52 " 3			
50-1 " 24	65,200 00	Lake Temiscamingue Colonization Railway, Quebec.	310,335 95
57-8 " 4	274,940 00		
49 " 10	38,400 00	Joggins Railway, N.S.	37,500 00
50-1 " 24	4,000 00		
45 " 14	240,000 00	Temisconata Railway, N.B., and Quebec	645,950 00
48-9 " 58	258,000 00		
51 " 3	100,000 00		
53 " 2	51,200 00		
48-9 " 50	44,800 00	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00		
59 " 10	16,000 00	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	Dominion Lime Co. Quebec	15,360 00
49 " 10	256,000 00	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2			
50-1 " 24	96,000 00	Drummond County Railway, Quebec	423,936 00
52 " 3	14,400 00		
53 " 2	76,800 00		
57-8 " 4	96,000 00		
48-9 " 59	128,000 00	Brockville, Westport and Sault Ste. Marie Ry., Ont.	105,200 00
53 " 2			
54-5 " 8	64,000 00		
57-8 " 4			
49 " 10	32,000 00	Montreal and Lake Maskinongé Railway, Quebec	41,280 00
53 " 2	10,200 00		
50-1 " 24	54,400 00	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	Guelph Junction Railway, Ontario	46,000 00
48-9 " 54	22,400 00	Belleville and North Hastings Railway, Ontario	21,898 00
49 " 19			
49 " 10	108,800 00	Hereford Railway, Quebec	155,200 00
52 " 0	48,000 00		
50-1 " 23	118,400 00	Lake Erie and Detroit River Railway, Ontario	475,851 00
55-6 " 4	224,000 00		
62-3 " 5	*		
50-1 " 27	62,400 00	Beauharnois Junction Railway, Quebec	62,400 00
56 " 4			
50-1 " 24	138,400 00	St. Catharines and Niagara Central Railway, Ontario	38,400 00
55-6 " 5	108,000 00		
57-8 " 4	108,800 00		
52 " 3	30,000 00	Fredericton and St. Mary's Railway Bridge Co., N.B.	30,000 00
50-1 " 24	9,600 00	Harvey Branch Railway Co., N.B.	5,553 57
55-6 " 5	240,000 00	Nova Scotia Central Railway Co., N.S.	235,200 00
61 " 1			
50-1 " 24	44,800 00	Cumberland Railway and Coal Co., N.S.	39,850 00
52 " 3	19,200 00	Pontiac and Renfrew Railway Co., Ontario.	13,600 00
52 " 3	54,400 00	Thousand Islands Railway Co., Ontario	29,840 00
63-4 " 8	*		
		Carried forward	10,277,835 56

SESSIONAL PAPER No. 20

been entered into and payments made up to March 31, 1911—*Continued.*

Payments.							Total March 31, 1911
1904-05	1905-06	1906 07	1907 08.	1908 09.	1909-10.	1910 11.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	86,016 00	67,712 00	385,981 09	55,449 60	164,172 29	273,929 12	7,522,850 14
							113,440 00
							217,600 00
							11,200 00
							40,345 00
							144,000 00
							101,600 00
							50,460 00
							310,335 95
							37,500 00
							645,950 00
							51,200 00
							14,656 00
							15,360 00
							256,000 00
							423,936 00
		35,600 00					140,800 00
							41,280 00
							54,400 00
							46,000 00
							21,888 00
							155,200 00
							475,851 00
							62,400 00
							38,400 00
							30,000 00
							5,553 57
							235,200 00
							39,850 00
							13,600 00
							29,840 00
	86,016 00	103,312 00	385,981 09	55,449 60	164,172 29	273,929 12	11,346,655 66

STATEMENTS showing the subsidies voted for Railways as to which contracts have

SUBSIDIES VOTED.		RAILWAYS.	July 1, 1883, to June 30, 1904.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	10,277,835 56
52 Vic., chap. 3	96,000 00	Quebec, Montmorency and Charlevoix Ry. Co., Quebec	96,000 00
56 " 3			
52 " 3	375,000 00	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24	57,600 00	Brantford, Waterloo and Lake Erie Railway, Ontario	57,600 00
57-8 " 4			
51 " 3	287,200 00	Port Arthur, Duluth and Western Railway, Ontario	271,200 00
53 " 2			
50-1 " 24	192,000 00	Montreal and Ottawa Railway, Ontario	192,000 00
53 " 2			
54-5 " 8			
57-8 " 4			
50-1 " 24	44,800 00	Cornwallis Valley Railway, N.S.	44,800 00
52 " 3			
52 " 3	320,000 00	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Railway	410,588 00
57-8 " 6	64,000 00		
60-1 " 4	*		
47 " 8	83,612 54	Central Railway, N.B.	226,012 54
51 " 3			
52 " 3			
53 " 2	142,400 00		
57-8 " 4	48,000 00		
61 " 1			
62-3 " 1			
53 " 2	361,270 00	Montreal and Western Railway, Quebec	361,270 00
52 " 3	128,000 00	Parry Sound Colonization Railway, Ontario	152,800 00
57-8 " 4	64,000 00	Shuswap and Okanagan Railway, B.C.	163,200 00
52 " 3	163,200 00		
54-5 " 8	89,600 00	Tobique, Valley Railway, N.B.	134,016 00
53 " 2	35,200 00		
55-6 " 5	9,600 00		
53 " 2	112,000 00	Columbia and Kootenay Railway, B.C.	88,800 00
53 " 2	35,200 00	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	Oxford, Mountain Railway, Quebec	84,800 00
53 " 2	57,600 00	St. Lawrence and Adirondack Railway, Quebec	149,481 60
55-6 " 5	25,024 00		
55-6 " 5	*40,000 00	New Glasgow Iron, Coal and Railway Co., N.S.	39,840 00
56 " 2	102,100 00	United Counties Railway, Quebec	188,816 00
57-8 " 4	102,400 00		
55-6 " 5	*21,600 00	Philipsburg Junction Ry. Quarry Company, Quebec	23,712 00
55-6 " 5	*430,400 00	Ottawa, Arnprior and Parry Sound Railway, Ontario	779,712 00
56 " 2	67,200 00	Montfort Colonization Railway, Quebec	167,440 00
57-8 " 4	38,400 00		
60-61 " 4	66,000 00		
55-6 " 5	48,000 00	Lotbinière and Mégantic Railway, Quebec	96,000 00
57-8 " 4	48,000 00		
56 " 2	48,000 00	Grand Trunk, Georgian Bay and Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	Canadian Pacific Ry., B.C., Revelstoke to Arrow Lake.	80,000 00
57-8 " 4	121,600 00	Nakusp and Slocan Railway, B.C.	117,760 00
55-7 " 5,	89,600 00	Dominion Coal Company, N.S.	87,808 00
56 " 2	22,400 00	Oshawa Railway and Navigation Company, Ontario	22,400 00
57-8 " 1	*51,200 00	Tilsonburg, Lake Erie and Pacific Railway, Ontario	117,431 48
56 " 2	*11,200 00	St. Stephen's and Milltown Railway, N.B.	14,818 00
57-8 " 4	*38,400 00	Gulf Shore Railway Company, N.B.	53,699 20
57-8 " 4	9,000 00	Cap de la Madeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	Ontario, Belmont and Northern Ry. Company, Ont.	30,720 00
* *	*	Coast line of Nova Scotia, now Halifax and Yarmouth R.	160,000 00
* *	*	Ottawa and New York Railway Company, Ontario	262,384 00
		Carried forward	15,408,042 38

been entered into and Payments made up to March 31, 1911—*Continued.*

Payments.							Total March 31, 1911
1904-05.	1905-06.	1906-07.	1907-08.	1908-09.	1909-10.	1910-11.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
.....	86,016 00	103,312 00	285,981 09	55,449 60	164,172 29	273,929 12	11,346,695 66
.....	.....	.....	.....	.....	.....	.....	96,000 00
.....	.....	.....	.....	.....	.....	.....	375,000 00
.....	.....	.....	.....	.....	.....	.....	57,600 00
.....	.....	.....	.....	.....	.....	.....	271,200 00
.....	.....	.....	.....	.....	.....	.....	192,000 00
.....	.....	.....	.....	.....	.....	.....	44,800 00
.....	.....	.....	4,243 20	.....	.....	.....	414,931 20
.....	.....	.....	.....	.....	.....	.....	226,012 54
.....	.....	.....	.....	.....	.....	.....	361,270 00
.....	.....	.....	.....	.....	.....	.....	152,800 00
.....	.....	.....	.....	.....	.....	.....	163,200 00
.....	.....	.....	.....	.....	.....	.....	134,016 00
.....	.....	.....	.....	.....	.....	.....	88,800 00
.....	.....	.....	.....	.....	.....	.....	32,800 00
38,250 00	45,764 50	.....	24,123 00	.....	.....	.....	192,942 50
.....	.....	.....	.....	.....	.....	.....	149,481 60
.....	.....	.....	.....	.....	.....	.....	39,840 00
.....	.....	.....	.....	.....	.....	.....	188,816 00
.....	.....	.....	.....	.....	.....	.....	23,712 00
.....	.....	.....	.....	.....	.....	.....	779,712 00
.....	.....	.....	.....	.....	.....	.....	167,440 00
.....	.....	.....	.....	.....	.....	.....	96,000 00
.....	.....	.....	.....	.....	.....	.....	39,744 00
.....	.....	.....	.....	.....	.....	.....	80,000 00
.....	.....	.....	.....	.....	.....	.....	117,760 00
.....	.....	.....	.....	.....	.....	.....	87,808 00
.....	.....	.....	.....	.....	.....	.....	22,400 00
.....	.....	.....	.....	.....	.....	.....	117,431 48
.....	.....	.....	.....	.....	.....	.....	14,848 00
.....	.....	.....	.....	.....	.....	.....	53,699 20
.....	.....	.....	.....	.....	.....	.....	7,424 00
.....	.....	.....	.....	.....	.....	.....	30,720 00
.....	.....	.....	.....	.....	.....	.....	160,000 00
.....	.....	.....	.....	.....	.....	.....	262,384 00
38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	16,589,288 18

STATEMENT showing subsidies voted for Railways as to which contracts have

SUBSIDIES VOTED. Authority.	Amount.	RAILWAYS.	July 1, 1883, to June 30, 1903.
	$ cts.		$ cts.
		Brought forward	15,408,042 38
60-61 Vic., c. 5	3,630,000 00	Canadian Pacific Railway Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4 / 63 " 3	500,000 00	Grand Trunk Ry. Co., 'Victoria Jubilee Bridge,' Que.	500,000 00
7-8 Ed. VII, 63	*	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.	77,138 00
*	*	East Richelieu Railway Co., Quebec	69,952 00
7-8 Ed. VII, 63	*	South Shore Railway (Quebec, Montreal and Southern)	199,784 35
*	*	Pembroke, Southern Railway, Ontario	64,000 00
*	*	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	Inverness and Richmond Co., N.S., now Inverness Ry. and Coal Co	368,545 97
*	*	Canadian Northern Railway Co., Ontario, Manitoba and N.W.T.	1,909,132 00
*	*	Canadian Pacific Railway Co., (Pipestone Branch)	160,000 00
6 7 Ed. VII, 40.	*	Central Ontario Railway Co., Ontario	67,200 00
*	*	Midland Railway Co., N.S.	362,200 30
62-3 Vic., c. 7 / 63-4 " 8	1,000,000 00	Quebec Bridge Co., Quebec	374,353 33
*	*	St. Mary River Railway Co., N.W.T.	115,960 00
60-1 Vic., c. 4 / 63-4 " 2	212,500 00	Pontiac and Pacific and Ottawa and Gatineau Ry., Co. (Interprovincial Bridge over Ottawa River)	212,500 00
1 Ed. VII, c. 7	*	Atlantic and Lake Superior Railway, Quebec	104,153 98
1 " 7	*	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	York and Carleton Railway, N.B.	18,336 00
62-3 " 7 / 63-4 " 8 / 1 Ed. VII, c. 7	*	Algoma Central and Hudson Bay Railway, Ontario	583,536 00
*	*	Cape Breton Extension Railway, N.S.	182,400 00
*	*	Can. Pacific Ry. Co. (Kootenay and Arrowhead Br'ch).	60,613 85
*	*	" (Selkirk Branch)	83,200 00
*	*	" (Dyment Branch)	22,336 00
*	*	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	*	Manitoulin and North Shore Railway Co., Ont.	32,000 00
*	*	Bay of Quinte Railway, Ont.	69,120 00
*	*	Bruce Mines and Algoma Railway, Ont.	28,800 00
*	*	Magnetawan River Railway Co., Ont.	3,552 00
*	*	The Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	191,595 00
*	*	Canadian Pacific Ry. Co., (Pheasant Hill Branch)	378,624 00
*	*	Halifax and Southwestern Railway Co., N.S.	185,422 00
*	*	Northern Colonization Railway Co., Quebec.	58,384 00
*	*	New Brunswick Coal and Railway Co., N.B	48,000 00
*	*	Schomberg and Aurora Railway Co., Ont.	46,144 00
*	*	Lindsay, Bobcaygeon and Pontypool Ry. Co., Ont.	...
*	*	Middleton and Victoria Beach Ry. Co., N.S.	...
*	*	Beersville Coal and Railway Co., N.B.	...
3 Ed. VII, c. 57	*	Nicola, Kamloops and Similkameen Coal and Ry. Co.	...
4 " 34	*	Canadian Pacific Railway (Staynerville Branch)	...
6 " 43	*	Klondike Mines Railway	...
6 " 43	*	Kettle River Valley Ry. Co., B.C	...
6 " 43	*	Colchester Coal and Ry. Co., N.S.	...
3 " 57	*	Minudie Coal Co., N.S.	...
6 " 43 / 9-10 " 51	*	Atlantic, Quebec and Western Ry. Co., Quebec.	...
6 " 43	*	Napierville Jct. Ry. Co., Quebec	...
6-7 " 40	*	Edmonton, Yukon and Pacific Ry. Co., Alberta.	...
6-7 " 40 / 7-8 " 63	*	Canadian Northern Ontario Ry. Co., formerly James Bay Ry. Co., Ontario, Hawkesbury to Ottawa.	...
		Carried forward	25,517,681 16

Of this amount $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

been entered into and payments made up to March 31, 1911—*Continued.*

Payments.							Total March 31, 1911.
1904–1905.	1905–1906.	1906–1907.	1907–1908.	1908–1909.	1909–1910.	1910–1911.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
38,250 00	131,780 50	103,312 00	414,352 29	55,449 60	164,172 29	273,929 12	16,589,288 18
							3,404,720 00
							500,000 00
	50,070 07	51,200 00		189,849 60	187,494 40	169,536 00	725,288 07
				43,414 55			69,952 00
3,456 46					184,320 00	60,000 00	190,975 36
							64,000 00
							5,376 00
							368,545 97
							1,909,132 00
							160,000 00
			76,861 36	35,404 64		24,601 32	204,067 32
		4,967 70	31,892 40				399,060 40
							371,353 33
32,134 00							148,094 00
							212,500 00
42,336 86		‡1,521 82					a144,969 02
							58,560 00
			14,560 00				32,896 00
341,440 00							924,976 00
					14,400 60		196,800 00
4,176 15	89,076 00						153,866 00
							83,200 00
							22,336 00
							64,000 00
						38,638 72	100,638 72
		72,602 45					141,722 45
25,120 00							53,920 00
							3,552 00
	116,000 00	84,224 75					391,819 75
56,576 00							435,200 00
291,842 00	176,512 00	268,107 20	316,567 73				1,238,450 93
	75,376 00			68,320 00	153,120 00		355,200 00
							48,000 00
							46,144 00
185,173 06							185,173 06
47,789 00	50,303 80	27,667 20					125,760 00
20,736 00							20,736 00
	110,592 00		190,208 00				300,800 00
		9,600 00	3,424 00				13,024 00
		96,000 00	101,184 00				197,184 00
			97,771 52				97,771 52
			12,800 00				12,800 00
			18,544 00				18,544 00
			64,000 00	92,672 00	208,896 00	31,334 40	396,902 40
			173,440 00				173,440 00
			91,200 00				91,200 00
	651,264 00	420,608 00	244,224 00	556,864 00	250,982 40	116,889 60	2,240,832 00
1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	33,995,770 48

a Amount actually paid after deductions amounting to $1,521.82 made in 1905–06 (being for refunds, &c., from the total of $146,490.84, previously reported, for which cheques had issued.

‡ Reimbursement of amounts for duplicate claims and claims still unpaid.

STATEMENT showing subsidies voted for Railways as to which contracts

SUBSIDIES VOTED.		RAILWAYS.	July 1, 1883, to June 30, 1904.
Authority.	Amount.		
	$ cts.		$ cts.
		Brought forward	25,517,681 16
7-8 Ed. VII, c. 63	*	Maritime Coal and Ry. Co.	
7-8 " 63	*	St. Mary and Western Ontario Ry. Co.	
7-8 " 63	*	North Shore Ry. Co.	
7-8 " 63	*	St. Maurice Valley Ry. Co.—Three Rivers to St. Maurice	
7-8 " 63	*	Grand Trunk Pacific Ry. Co.	
6 " 43	*	Canadian Pacific Ry. Co., Teulon to Icelandic River	
7-8 " 63	*	Canadian Pacific Ry. Co., Moosejaw northwesterly	
7-8 " 63	*	Canadian and Gulf Terminal Ry. Co., Ste Flavie to Matane	
6-7 " 40	*	Liverpool and Millton Ry. 5 miles	
			25,517,681 16
	186,600 annually for 20 years.	Atlantic and Northwestern Railway	2,799,000 00
37 Vic., ch. 14	1,525,250 00	Canada Central Railway	1,525,250 00
46 " 2			
47 " 8	1,500,000 00	Canadian Pacific, extension	1,500,000 00
48-9 " 58			
		Totals	31,341,931 16

* 60-61 Victoria, Cap. 4, 62-63 Victoria, Cap. 7, 63-64 Victoria, Cap. 8, 1 Edward VII, Cap. 7, 40, and 7-8 Edward VII, Cap. 63, 8-9 Edward VII, Cap. 35, 9-10 Edward VII, Cap. 51, authorize a further sum of fifty per cent on so much of the average cost of the mileage subsidized as is in excess

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 23, 1911.

have been entered into and Payments made up to March 31, 1911—*Concluded.*

Payments.							Total March 31, 1911.
1904-1905	1905-1906.	1906-1907.	1907-1908.	1908-1909.	1909-1910.	1910-1911.	
$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1,089,029 53	1,45[illegible],974 37	1,136,767 48	1,851,029 30	1,041,974 39	1,163,385 09	744,929 16	33,995,770 48
.....	.....	.....	.....	3,200 00	.....	.....	3,200 00
.....	.....	.....	.....	67,344 00	.....	.....	67,344 00
.....	.....	.....	.....	6,880 00	.....	.....	6,880 00
.....	.....	.....	.....	112,640 00	.....	60,480 00	173,120 00
.....	.....	.....	.....	367,249 00	550,551 96	302,679 04	1,220,4 0 00
.....	.....	.....	.....	.....	30,800 00	.....	30,800 00
.....	.....	.....	.....	.....	303,360 00	.....	303,360 00
.....	.....	.....	.....	.....	.....	144,803 84	144,803 84
.....	.....	.....	.....	.....	.....	32,000 00	32,000 00
1,089,029 53	1,450,974 37	1,136,767 48	1,851,029 30	1,599,287 39	2,048,097 05	1,284,892 04	35,977,758 32
186,600 00	186,600 00	186,600 00	186,600 00	186 600 00	.....	.....	3,732,000 00
.....	.....	.....	.....	.....	.....	.....	1,525,250 00
.....	.....	.....	.....	.....	.....	.....	1,500,000 00
1,275,629 53	1,637,574 37	1,323,367 48	2,037,629 30	1,785,887 39	2,048,097 05	1,284,892 04	42,735,008 32

3 Edward VII, Cap. 57, 4 Edward VII, Cap. 34, 6 Edward VII, Cap. 43, 6-7 Edward VII, Cap. [illegible] $3,200 per mile subsidy if the cost does not average more than $15,000 per mile, if over that amount, of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

W. C. LITTLE,
Accountant.

PART II

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1910-11

SHOWING

(1) Money subsidy agreements with railway companies.

(2) Contracts entered into during the year.

(3) Leases, of water-powers and properties, granted.

(4) Property conveyed by the Crown and lands conveyed to the Crown.

(5) Damages released.

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signature.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1910.				1910.
18359	April 25..	Alberta Central Ry. Co.	From a point at or near the Town of Red Deer to a point on the North Saskatchewan River at or near Rocky Mountain House.	Can., 1908, c. 63.	April 13.. .
(*a*) 18712	Aug. 25..	Atlantic, Quebec and Western Ry. Co.	From Paspebiac to Gaspé, as near the shore as practicable.	Can., 1910, c. 51.	June 23....
18389	May 23..	Canadian Northern Quebec Ry. Co.	From point on main line at or near L'Epiphanie, passing by way of Parish of St. Jacques L'Achigan to Village of Rawdon.	Can., 1907, c. 40.	April 20.. .
(*b*) 18559	Aug. 22..	Canadian Pacific Ry. Co.	From Winnipeg Beach northerly to Gimli.	Can., 1881, c. 1.	May 30 ...
18542	Aug. 12..	Esquimalt and Nanaimo Ry. Co.	From point on main line at or near Duncan's to Cowichan Lake.	Can., 1910, c. 51.	June 22....
18668	Oct. 14..	Halifax and Eastern Ry. Co.	From point on Intercolonial Ry. at or near Dartmouth, in Halifax County to point at or near Deans' Settlement. From Dean's Settlement to point at or near Melrose; from New Glasgow to Melrose, and from Melrose to Guysborough with branch line to Country Harbour.	Can., 1910, c. 51.	July 21....
18532	Aug. 3..	The International Ry. Co. of New Brunswick.	For 3½ miles, being distance Act Can. 1908, C. 63, Section 1, Item 15, is short of covering.	Can., 1900, c. 78.	June 6....
18566	Aug. 25 .	James Bay and Eastern Ry. Co.	From Roberval westward towards James Bay.	Can., 1910, c. 51.	July 26....
(*c*) 18519	July 5..	Kettle River Valley Ry. Co.	From point at or near Grand Forks to a point 50 miles up the N. Fork of E. or W. Fork of N. Fork of Kettle River.	Can., 1908, c. 63.	May 25....
	1911.				
(*d*) 18918	Jan. 27 .	" "	From Midway to Junction near Merritt with Nicola, Kamloops and Similkameen Ry.	Can., 1910, c. 51.	June 7....
					1911.
(*e*) 18975	Feb. 1..	Kootenay Central Ry. Co.	From Golden towards International Boundary Line, via Windermere and Fort Steele; thence crossing Crows Nest Pass Ry. at or near Elko.	Can., 1910, c. 51.	Jan. 11...
	1910.				1910.
18786	Dec. 14..	Liverpool and Milton Ry. Co.	From Liverpool to Milton.	Can., 1907, c. 40.	Oct. 29....
(*f*) 18594	Sept. 1..	Margaree Coal and Ry. Co.	From point at or near Orangedale, on I.C.R., thence via the east side of Lake Ainslie and Ste. Rosa to Chimney Corner Cove; and from point on I.C.R. between Orangedale and Point Tupper, to Caribou Cove on Inhabitant's Bay or River.	Can., 1910, c. 51.	Aug. 22....

entered into during the Fiscal Year ended March 31, 1911.

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs per lineal yard.	Date for Completion.
Per Mile.	Not Exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	70	21	1433	50	20	15	56	Aug. 1, 1912.
3,200	6,400	102	79	955	50	20	15	56	Aug. 1, 1912.
3,200	6,400	16	52·80	717	50	20	15	56	Aug. 1, 1911.
3,200	6,400	9½	26 4	1146	50	20	14	56	Aug. 1, 1910.
3,200	6,400	24	116	410	50	*18 **16	15	56	Aug. 1, 1912.
3,200	6,400	80	80	717	50	20	15	56	Aug. 1, 1914.
3,200	6,400	3½	80	573	50	20	15	56	Aug. 1, 1911.
3,200	6,400	100	32	537	50	20	15	56	Oct. 1, 1912.
3,200	6,400	50	80	478	50	18	14	56	Aug. 1, 1912.
3,200	6,400	250	132	410	50	18	14	56	Dec. 1, 1912.
3,200	6,400	186	52·80	573	50	*20 **18	14	56	May 1, 1912.
3,200	6,400	7	80	700	50	20	15	56	Dec. 31, 1910.
3,200	6,400	50	80	1146	50	20	15	56	Aug. 1, 1913.

SUBSIDY AGREEMENTS for the construction of Railways

No. of Contract.	Date of Signatnre.	Railway Company.	Line of Railway or Work Subsidized.	Authority for Execution.	
				Act of Parliament.	Order in Council.
	1910.				
(g) 18713	Nov. 5..	Manitoulin and North Shore Ry. Co.	From Little Current, thence crossing C.P.R. at or near Nairn, and thence to Sudbury.	Can., 1910, c. 51.	Sept. 30...
18410	June 1..	Quebec, Montreal and Southern Ry. Co.	For construction of bridges over the Nicolet, Gentilly and Becancourt Rivers.	Can., 1908, c. 63.	May 2.... 1909.
18294	April 19..	The Thessalon and Northern Ry. Co.	From Thessalon northerly.	Can., 1908, c. 63.	Nov. 24....

(a) Cancels and supersedes No. 17010.
(b) Cancels, in part, No. 14415.
(c) Supersedes No. 16634.
(d) Cancels and supersedes No. 17330.
(e) Supersedes No. 16556.
(f) Supersedes No. 17461.
(g) Supersedes No. 18053 as to subsidy (B)

August 21, 1911.

entered into during the Fiscal Year ended March 31, 1911—*Concluded.*

Amount of Subsidy.		Number of Miles Subsidized.	Maximum Grade Feet per Mile.	Radius of Curvature not less than.	Width of Clearing each Side.	Width of Cutting.	Embankment.	Steel Rails, lbs. per lineal yard.	Date for Completion.
Per Mile.	Not Exceeding.								
$	$		Feet.	Feet.	Feet.	Feet.	Feet.	Lbs.	
3,200	6,400	88	66	955	50	20	15	56	Mar. 17, 1912.
....	N 15,000 G 15,000 B 30,000	.... ..	.....	.....	.....	.....	.....	.....	Aug. 1, 1911.
3,200	6,400	4	80	717	50	20	15	56	Dec. 1, 1910.

N Nicolet, R. bridge.
G Gentilly, R. bridge.
B Becancourt, R. bridge.

* In earth.
** In rock.

H. F. ALWARD,
Departmental Solicitor.

CONTRACTS entered into during the fiscal Year ended March 31 1911.

INTERCOLONIAL RAILWAY.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18293	April 10..	Dominion Iron & Steel Co... . .	Deliver 5,000 tons of steel rails.
18362	" 20..	D. Grant Kirk.....	Construct line of railway between Georges River and Sydney Mines.
18373	May 12..	Silliker Car Co. Ltd	Deliver 2 1st. class sleeping cars, 3 postal cars, 3 vestibule 2nd class sleeping cars and 2 baggage cars.
18522	July 5..	Marshall Stewart.....	Build and maintain Road on I.C.R. reserve land, King's County, N.B.
18528	" 30..	Morrison & Clark	Construct line of Railway between Nelson and Chatham, N.B.
18561	Aug. 25..	Preston Car & Coach Co. Ltd ...	Deliver 5 1st. class day coaches.
18574	Jnne 30..	Town of Drummondville.....	Supply water.
18576	Sept. 13..	Zenon Ouellet.....	Erect and complete combined station, dwelling and freight room with all necessary platforms at Beau Rivage. Que.
18706	Oct. 7..	Rhodes, Curry & Co	Erect building for storing lumber at Moncton, N.B.
18707	" 24..	Hamilton Bridge Works Co. Ltd.	Deliver steel bridge for erection over South River, Antigonish, N.S.
18714	Oct. 28..	New Brunswick Telephone Co...	Replacing telephone instruments in the stations and offices I.C.R. in N.B.
18757	Nov. 16..	Town of North Sydney	Supply water.
18764	" 22..	Town of Sydney.....	Supply water.
18787	Dec. 14..	Wm. P. McNeil & Co. Ltd.....	Deliver bridges at New Mills, Beresford and Lac au Saumon.
18797	" 23..	Dominion Iron & Steel Co. Ltd.	Deliver 5,000 tons of steel rails.
18904	Sept. 1..	The Northern New Brunswick & Seaboard Railway.....	Freighting ore from Black's cut to Newcastle (train of 20 cars per day, 1000 gross tons.)
	1911.		
18919	Jan. 27..	Wm. P. McNeil & Co. Ltd	Delivery of bridge for Georges River.
18962	Mar. 10.	Wm. P. McNeil & Co. Ltd.....	Deliver 75 foot through steel turntable at Campbellton, N.B
18976	" 13..	Canadian Locomotive Co. Ltd...	Deliver 3 passenger locomotives " Pacific " type.
18977	" 13 .	Canadian Locomotive Co. Ltd...	Deliver 4 simple switching engines.
19020	" 23..	Canadian Car & Foundry Co. Ltd,	Deliver 70 Standard 60,000 lbs. box cars.

PRINCE EDWARD ISLAND RAILWAY.

	1910.		
18379	May 16 .	J. M. Clark.....	Construct 3 stall engine house at Georgetown, P.E.I.
18380	" 16..	J. M. Clark..... . .	Construct Standard freight shed and platform at Elmira, P.E.I.
18381	" 16..	D. R. Morrison & P. G. Clark...	Construct Standard Way station at Harmony, P.E.I.
18382	" 16..	D. R. Morrison & P. G. Clark ..	Construct Standard Way station at Baltic Road, P.E I.
18383	" 16..	D. R. Morrison & P. G. Clark...	Construct Coal shed at Elmira, P.E.I.
18384	" 16..	J. M. Clark	Construct Standard Shelter and Platform at Harmony Road, P.E.I.
18385	" 16..	F. S. Macdonald.....	Construct Standard Tool houses along Harmony-Elmira Branch, P.E.I.
18386	" 16..	F. S. Macdonald..... ...	Construct Booking Station and Platform at Elmira, P.E.I.
18387	" 16..	J. M. Clark	Construct Standard Shelter and Platform at Munn's Road, P.E.I.
18388	" 16..	J. M. Clark	Construct 2 stall engine house at Elmira, P.E.I.

HUDSON BAY RAILWAY.

	1910.		
18716	Nov. 5..	McKenzie, Mann & Co. Ltd. ...	Substructure of bridge over Saskatchewan River at Le Pas.

CONTRACTS entered into during the Fiscal Year ended March 31, 1911—*Continued.*

QUEBEC BRIDGE.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18360	April 28..	Phœnix Bridge Co.....	Manufacture 14 column models and make 14 compression tests.
18361	" 28..	Phœnix Bridge Co	Build, etc., 50 nickel steel eyebars.
18372	" 9..	Charles Koenig & Co	Remove debris of Old Quebec bridge.
18390	May 11..	Phœnix Bridge Co.....	Taking down approach spans, &c.
18395	June 1..	E. T. Nesbitt.....	Erect boarding house at site of Quebec bridge.

CORNWALL CANAL.

	1910.		
18412	June 1..	Fallon Brothers.....	Improve upper entrance to lock 17.
18565	Aug. 30..	The Randolph MacDonald Co., Ltd.	Dredging certain high areas in canal.

LACHINE CANAL.

	1910.		
18284	April 5..	W. McNally & Co	Deliver 6,250 barrels of cement.
18785	Aug. 31..	Haney, Miller, Quinlan & Robertson.	Lining with concrete the walls of upper entrance of canal, under terms and conditions of Contract No. 15835.

RIDEAU CANAL.

	1910.		
18292	April 19..	Hurdman Lumber Co., Ltd.....	Supply timber for 1910-1911.

SAULT STE. MARIE CANAL.

	1910.		
18394	June 1..	J. J. Collins and V. W. Giroux.	Remove Range Beacon and deepen and widen channelway at upper entrance to canal.
18413	" 9..	Roger Miller & Sons	Construct derrick scow.

CONTRACTS entered into during the fiscal Year ended March 31, 1911—*Continued.*

SOULANGES CANAL.

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18518	Oct. 3..	The Phœnix Bridge and Iron Works, Ltd.	Erected steel foot bridge over tail race at weir No. 3, Cascades Point, Que.
19041	April 19..	His Majesty the King to G. T. Ry. Co. of Canada.	Supply electrical energy to operate swing bridge of company at Coteau.

ST. ANNE'S LOCK.

	1910.		
18796	Dec. 17..	Wilfrid Ronselle	Supply hot water heating apparatus in house of overseer at Ste. Anne de Bellevue.

TRENT CANAL.

	1910.		
18200	April 6..	Hamilton Bridge Works Co., Ltd.	Construct and erect Strauss Trunnion Bascule bridge over canal, Wellington street, Lindsay, Ont.
18391	June 1..	Canadian General Electric Co., Ltd.	Supply electrical equipment for Strauss Trunnion Bascule bridge at Lindsay, Ont.
18392	May 30..	Wm. Hamilton Co., Ltd	Deliver metal work for lock gates for lock No. 18, at Hastings, Ont.
18393	" 23..	Haney, Quinlan & Robertson ...	Construct section No. 6, Ontario-Rice Lake division.
18433	June 22..	" "	" No. 4, " "
18715	Oct. 24..	Cleveland Bridge and Engineering Co., Ltd.	Erect draw bridges at Healey Falls and Trent bridge, Ont.-Rice Lake division.
18775	Dec. 6..	The Light, Heat and Power Co..	Supply electrical energy to operate machinery for executing repairs on bridge at Lindsay, and for lighting same.

WELLAND CANAL.

	1910.		
18466	June 28..	M. J. Hogan.....	Widening deep channelway, west pier and construction of docking west of Gov. elevater, Port Colborne entrance to canal.
18533	Aug. 2..	John E. Russell..... . . .	Widening canal on west side about ½ mile south of Welland aqueduct.

CONTRACTS entered into during the Fiscal Year ended March 31, 1911—*Concluded.*

WELLAND CANAL—*Concluded.*

No. of Contract.	Date of Signature.	Contractors.	Description.
	1910.		
18667	Oct. 14..	Joseph Battle.....	Place stone protection along certain portions of summit level between Thorold and Port Colborne, Ont.
18708	" 28..	M. J. Hogan	Straighten channel at head of lock No. 2.

August 21, 1911.

H. F. ALWARD,
Departmental Solicitor.

WATER POWER and other Public Property leased by the Department of INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1910.		
18288	Apr. 5	Richard O'Leary & W.S. Montgomery.	Land for purposes of a wharf at Point du Chene, County of Westmoreland, N. B.
18296	Apr. 1	The Shawinigan Water & Power Co.	Right and privilege to erect and maintain 2 power transmission lines across Railway right of way.
18366	Apr. 26	The Mackay Mining Co.	Two parcels of land at North Sydney, C. B.
18369	Apr. 26	Sackville Hay & Feed Co., Ltd.	Land at Sackville, N. B.
18370	May 9	New Brunswick Telephone Co., Ltd.	Privilege to erect, &c., telephone lines at Beresford Station, Jacquet River and Duff's Private Crossing, ¼ mile east of Moffat's Station, N. B.
18374	May 9	Shediac Electric Light & Power Co.	Privilege to erect, &c., power transmission lines at Main Street Crossing, Shediac and at Public Road Crossing, 5,700 feet west of Shediac, N. B.
18396	Apr. 28	The Imperial Oil Co	Land at Rimouski Station, Quebec.
18397	"	"	Land at Ste. Flavie, Que.
18398	"	"	Land at Trois Pistoles, Que.
18399	"	"	Land at St. Charles Que.
18400	May 30	New Brunswick Pulp & Paper Co.	Privilege to erect, &c., a power transmission line over main line of Indiantown Branch, 1·19 miles east of Millerton, N.B.
18401	May 30	Town of Newcastle	Privilege to lay and maintain a 1-inch pipe on railway land at Newcastle, N. B.
18423	June 15	Alphonse Dallaire.	Land at Cap St. Ignace, Que.
18424	" 21	Charles A. Vanwie.	Wharf property at Point du Chene, County of Westmoreland N. B.
18425	" 15	New Brunswick Telephone Co., Ltd.	Privilege to erect and maintain telephone line over right of way at a point 700 feet from centre of Rothesay Station, N. B.
18428	" 15	The Imperial Oil Co.	Land at Bathurst, N. B.
18449	Apr. 4	F. C. Durant..	Land at St. John, N. B.
18465	June 28	Henry Fields	Land at Folleigh, N. S.
18518	June 21	Maritime Coal, Railway & Power Co.	Right and privilege to lay and maintain an 11,000 volt electric power transmission line across right of way.
18524	June 28	The St. Maurice Light & Power Co.	Privilege to erect power transmission line across Railway right of way at Nicolet, Que.
18537	Aug. 2	New Brunswick Telephone Co., Ltd.	Privilege to string, &c., 4 telephone wires across Railway west of Moffat's Station, N. B.
18538	"	Gilbert W. Shanklin	Privilege to maintain 6-inch sewer pipe under Courtenay Bay Branch of Railway near St. John, N. B.
18539	Aug. 12	Benjamin Titus.	Land at Sydney River N.S.
18567	Aug. 30	F. C. Jones	Land at Moncton, N.B.
18577	Sept. 13	Sydney Cement Co. Ltd.	Land at Sydney, C.B.. N.S.
18596	Sept. 17	Bailey - Underwood Co. Ltd.	Privilege to lay, &c., two stranded copper conductors across railway right of way Trenton, N.S.
18615	Sept. 23	Alice M. Spain.	Privilege to lay. &c., 6" sewer pipe across lands and under tracks of railway at Rockingham, N.B.
18619	Oct. 3	Napoleon Dion.	Land at Riviere du Loup, Que.
18620	"	Simeon Fortin.	Right, to lay, &c., an inch pipe across right of way 1½ miles west of St. Simon, Que.
18671	Oct. 14	Alexander Daigle.	Land at Laurier, Que.
18672	"	A. Leofred.	Privilege to lay, 8" sewer pipe and 10" water pipe across right of way at Chandiere Jct, Que.
18704	Oct. 24	Town of Fraserville.	Privilege to lay and maintain 20" sewage pipe and 10" water pipe across lands and under tracks of Railway at Chaudiere Curve, Que.
18705	Sept. 1	Commissioners of the Transcontinental Ry.	Privilege to cross I.C.R. with Railway tracks by means of subway ¾ miles east of Chandiere Curve, Que.
18709	Nov. 2	Canada & Gulf Terminal Railway.	Terminal privileges at Ste. Flavie, Que.
18711	Nov. 2	The Paysant & Card Co., Ltd.	Land at Dorchester, N.B.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911.

RAILWAY.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due Each Year.	First Instalment Due.
				$		
3,080 sq. ft.		During pleasure.	Dec. 1, 1909.	1.00	Dec. 1	Dec. 1, 1909
		"	April 1, 1910	1.00	April 1	April 1, 1910
2,680 sq. ft.		"	March 1, 1910.	1 00	Mar. 1	Mar. 1, 1910
240 sq. ft.		"				
2,045 25 sq. ft.		"	March 1, 1910.	30.00	Mar. 1	Mar. 1, 1910
		"	Nov. 1, 1909.	1.00	Nov. 1	Nov. 1, 1909
		"	April 1, 1910.	1.00	April 1	April 1, 1910
144 sq. ft.		"	Dec. 1, 1906.	10.00	Dec. 1	Dec. 1, 1906
1,000 sq. ft		"	"	10.00	"	"
1,000 sq. ft.		"	"	10.00	"	"
1,000 sq. ft.		"	"	10.00	"	"
		"	April 1, 1910.	1.00	April 1	April 1, 1910
		"	"	1.00	"	"
0·057 acre		"	"	1.00	"	"
825 sq. ft.		"	Nov. 1, 1909	1.00	Nov. 1	Nov. 1, 1909
		"	April 1, 1910.	1.00	April 1	April 1, 1910
1,000 sq. ft. / 100 sq. ft.		"	July 1, 1905.	10.00	July 1	July 1, 1905
0·66 acre		21 years.	April 4, 1910.	1.00	April 4	April 4, 1910
6·9 acre		During pleasure.	April 1, 1910	1.00	April 1	April 1, 1910
		"	Jan. 1, 1910.	1 00	Jan. 1	Jan. 1, 1910
		"	April 1, 1910	1.00	April 1	April 1, 1910
		"	April 1, 1910.	1.00	April 1	April 1, 1910
		"	July 1, 1910.	1.00	July 1	July 1, 1910
0·43 ac.		"	April 1, 1910.	1 00	April 1	April 1, 1910
0·039 ac.		"	July 1, 1910.	5 00	July 1	July 1, 1910
0·38 ac.		"	Sept. 1, 1910.	25 00	Sept. 1	Sept. 1, 1910
		"	July 1, 1910.	1 00	July 1	July 1, 1910
		"	Jan. 1, 1910.	1 00	Jan. 1	Jan. 1, 1910
800 sq. ft.		"	Sept. 1, 1910.	5 00	Sept. 1	Sept. 1, 1910
		"	" 1, 1910.	1 00	" 1	" 1, 1910
1,800, sq. ft.		"	" 1, 1910.	5 00	" 1	" 1, 1910
		"	" 1, 1910.	1 00	" 1	" 1, 1910
		"	Oct. 1, 1910.	1 00	Oct. 1	Oct. 1, 1910
		21 years	Sept. 1, 1910.	20 00	Sept. 1	Sept. 1, 1910
		3 yrs. renewable.	Sept. 2, 1910.	600 00	monthly	" 1, 1910
280 sq. ft.		During pleasure.	Oct. 1, 1910.	5 00	Oct. 1	Oct. 1. 1910

WATER POWER and other Public Property leased by the Department of

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1910.		
18717	Nov. 7	Dr. Wm. A. Wilson.....	Privilege to lay and maintain 6" pipe across Railway at Derby, Northumberland County, N.B...
18718	" 7	Napoleon Levesque.....	Land at Isle Verte, Que.
18719	Nov. 2	Clarence H. Chapman...	Land at Dorchester, N.B.
18720	Oct. 1	The Sydney & Louisburg Railway Company,	Branch line of railway (about 5,926 ft.), in Cape Breton, N.S., connecting Railway of Lessee with I.C.R.
18721	Nov. 7	Rev. H. Harrison.	Right to lay, &c., 6" terra cotta sewage pipe across Railway about 1 mile west of Millerton Station, N.B.
18765	Nov. 22	Geo. Anderson...	Land at Petit Rocher, Gloucester County, N.B.
18774	Dec. 6	John Abrams & Sons....	Land at Moncton, N.B.
18789	Dec. 14	W. A. Fillmore..... ...	Land at Amherst, N.S.
18878	Dec. 21	Imperial Oil Co., Ltd. ..	Privilege to lay, &c., 2" iron pipe across right of way at Pictou, N.S.
	1911.		
18907	Jan. 12	Wm. Joyce Kent.....	Land at Truro, N.S.
18908	" 12	Hiram Duncan McLean.	Land at McMullin's Dam, near Union, N.S.
18921	Jan. 27	Sam. McLaughlin.....	Land at St. John, N.B....
18922	" 27	N. W. Pushie.....	Land at Mulgrave, N.S.
	1910		
18923	Dec. 29	Miramichi Lumber Co. of Chatham.	Land at Indiantown. N.S..
	1911		
18924	Jan. 27	The Mont Joli Water Co.	Privilege to lay and maintain 12" sewer pipe across lands and under tracks of Railway at Ste. Flavie, Que.
18930	Feb. 4	Robt. F. Barclay.....	Land at Tide Head, Restigouche County, N.B.
18933	" 20	Frank Blair....	Privilege to lay, &c., 1½" iron pipe across lands and under tracks of railway at Athol, N.B.
	1910		
18951	Dec. 26	New Brunswick Cold Storage Co., Ltd.	Land in City of St. John, N. B....
18952	" 30	Canadian Pacific Ry	do
18953	" 30	do	Privilege to lay, &c., tracks, etc., from lessee's railway to New Brunswick Cold Storage Company's premises crossing gov't reserve leased to said Company under lease No. 18951.
	1911		
18957	Mar. 16	New Brunswick Pulp and Paper Co., Ltd.	Privilege to lay, &c. 2" iron pipe across lands and under tracks of I.C.R. about 1.19 miles east of Millerton Station, N.B
18980	" 23	Imperial Oil Co.....	Privilege to lay, &c., 9 iron pipes across lands and under tracks of I.C.R. near Fairview, N.S.
18981	" 23	Florence E. Mason.....	Land at Pictou Landing, Pictou County, N.S.
17982	" 23	Geo. A. Mason..	do

PRINCE EDWARD

	1910		
18751	Sept. 28	The Imperial Oil Co. Ltd.	Privilege to lay, &c., 6" iron pipe across land and under tracks of railway at Charlottetown, P.E.I.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

RAILWAY—*Concluded.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental-	Due each Year.	First Instalment Due.
				$ cts.		
.....	.....	During pleasure.	Jan. 1, 1910.	1 00	Jan. 1....	Jan. 1, 1910
28,208 sq. ft..	.....	"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
280 sq. ft.....	.....	"	" 1, 1910.	5 00	" 1....	" 1, 1910
.....	.....	21 years.....	" 1, 1910.	800 00	March 1....	Mareh 1, 1911
.....	.....	During pleasure.	Jan. 1, 1910.	1 00	Jan, 1....	Jan. 1, 1910
5,000 sq, ft.	.....	"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
0·12 ac.....	.....	"	Sept. 1, 1910.	17 00	Sept. 1...	Sept. 1, 1910
300 sq. ft.....	.....	"	" 1, 1910.	5 00	" 1....	" 1, 1910
.....	.....	"	Nov. 1, 1910	5 00	Nov. 1....	Nov. 1, 1910
50 sq. ft.....	.....	"	" 1, 1910.	5 00	" 1....	" 1, 1910
0·146 ac.....	.....	"	Oct. 1, 1910.	5 00	Oct. 1....	Oct. 1, 1910
2·960 sq. ft.....	.....	"	Nov. 1, 1910.	5 00	Nov. 1..	Nov. 1, 1910
1·140 sq. ft.....	.....	" ..	Dec. 1, 1910.	5 00	Dec. 1..	Dec. 1, 1910
1·225sq. ft.....	.....	" ..	July 1, 1908.	5 00	July 1.	July 1, 1908
.....	.....	" ..	Apl. 1, 1910.	1 00	Apl. 1..	Apl. 1, 1910
0·51 ac.....	.....	" ..	Sept. 1, 1910.	5 00	Sept. 1..	Sept. 1, 1910
.....	.....	" ..	Apl. 1, 1910.	1 00	Apl. 1..	Apl. 1, 1910
1·52 ac.....	.....	59 years, 6 mo...	Dec. 30, 1910.	500 00	Dec. 30..	Dec. 30, 1910
0·44 ac	.....	" ..	" 30, 1910.	500 00	" 30..	" 30, 1910
.....	.....	" ..	" 30, 1910.	1 00 for full term.	.....	
.....	.....	During pleasure.	Jan. 1, 1911.	1 00	Jan. 1..	Jan. 1, 1911
.....	.....	" ..	May 1, 1909.	6 00	May 1..	May 1, 1909
3·500 sq. ft.....	.....	" ..	Jan. 1, 1911.	5 00	Jan. 1..	Jan. 1, 1911
6·500 sq. ft.	.....	" ..	" 1, 1911.	5 00	" 1.	Jan. 1, 1911

ISLAND RAILWAY.

.....	.....	During pleasure.	Sept. 1, 1910.	1 00	Sept. 1.	Sept. 1, 1910

WATER POWER and other Public Property leased by the Department of Rail

BEAUHARNOIS

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1910		
18368	Apr. 18	E. H. Solis.....	Part of lot No. 531 between King's highway and River St. Lawrence, Valleyfield, Que.
18788	Dec. 12	Aurele LeBœuf.....	Land in parish of St. Stanislas de Kotska, County of Beauharnois, Que.

CARILLON

	191 .		
19053	Mar. 31	The National Hydro-Electric Co., Ltd.	Land Connected with Carillon Dam and water power and Carillon Dam.

CHAMBLY

	1910		
18409	May 16	The St. Johns Yacht Club.	Privilege to place club house at west end of breakwater and ice pier at St. Johns, Que .....

CORNWALL

	1910.		
18782	Dec. 6	Isabella and Adeline Blackadder.	Land on south side of canal between locks 19 and 20.....

GALOPS

	1911.		
18934	Feb. 20	G. T. Ry. Co. of Canada.	Privilege to maintain, &c., railway tracks across canal bridge at Cardinal, Ont.....

LACHINE

	1910.		
18367	Apr. 14	Montreal Light, Heat & Power Co. Ltd.	Privilege to lay, &c. 16" gas pipe and electric cable ducts across Canal above Cote St. Paul locks, Montreal.....
18406	May 9	Canadian Lake Transportation Company, Ltd.	Space in St. Gabriel shed No. 1, St. Gabriel basin No. 1, Montreal, Que.....
18407	Apr. 25	The Sherwin - Williams Co.	Privilege to lay, &c. 6" water pipe from Canal across south abutment of Atwater Ave. Bridge and draw water.....

ways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

CANAL.

Area,	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due,
				$ cts.		
1·8 arp	.....	During pleasure.	Apl. 1, 1910.	1 65	Apl. 1	Apl. 1, 1910
7·39 arp	.....	"	Dec. 1, 1910.	7 39	Dec. 1	Dec. 1, 1910

CANAL.

	.....	21 years Renewable.	Mar. 31, 1911.	100 00 for land 2 00 per H. P. for water.	Semi-annually on Apr. 1 and Oct. 1.	For land, Apr. 1, 1911. Water, when developed.

CANAL.

	.....	During pleasure.	Mar. 1, 1910.	1 00	Mar. 1	Mar. 1, 1910.

CANAL.

62 ac.	.....	During pleasure.	Nov. 1, 1910.	1 00	Nov. 1	Nov. 1, 1910.

CANAL.

	.....	During pleasure,	Jan. 1, 1909.	1 00	Jan. 1	Jan. 1, 1909.

CANAL.

	.....	During pleasure	May 1, 1910.	20 00	May 1	May 1, 1910.
	.....	"	" 1, 1910.	697 50	" 1	" 1, 1910.
	.....	"	Apr. 1, 1910.	210 00	Apr. 1	Apr 1, 1910.

WATER POWER and other Public Property leased by the Department of

LACHINE

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1910.		
18541	July 16	C.P.R.	Parts of lots 960 and 964 Lachine
18595	Sept. 10	The Montreal Rolling Mills Co.	Land on N. bank of Canal and privilege to construct railway sidings, etc.
18669	Oct. 1	G. E. Jacques	Land on basin 3, and privilege to occupy shed 3 Montreal
18670	" 5	Canal Public Scales Co.	Land on N.W. side of canal at lock 2
18750	Nov. 7	W. J. Ryan	Land at S.E. corner of Wellington and St. Etienne streets Montreal
18753	" 10	Canadian Sugar Refining Co. Ltd.	Land in Montreal
18756	" 14	Town of Lachine	2 parcels of land on N. bank of old abandoned canal, Lachine, Que.
18769	" 21	The Blaugas Co. of Canada, Ltd.	Privilege to lay, &c. 4" pipe from S. side of canal, town of St. Paul to Lessee's works, Cad. lot 3409; and draw water.
18799	Dec. 23	G.T.R. Co. of Canada	Privilege to lay, &c. railway siding, 500 ft. long on N. bank of canal from main line to premises of Canadian Light and Power Company
18876	Dec. 19	The Ogilvie Flour Mills Co., Ltd.	Privilege to lay, &c., 8 in. and 6 in. water pipes along Mill Street, Montreal from Lessees power house to mill building of its Royal plant
	1911.		
18906	Jan. 12	The St. Lawrence Flour Mills Co., Ltd.	Privilege to erect marine leg on G. A. Grier's wharf on north side of canal and construct underground grain conveyor to cad. lot 2,508, Ste. Cunegonde, Montreal, Que.
18928	" 24	Canadian Light and Power Company.	Privilege to erect, &c., transmission and telephone lines over canal from point on south side, east of C. P. R. bridge, and along canal to terminal station west of Cote St. Paul bridge.
18954	Feb. 25	The Canadian Tube and Iron Co., Ltd.	Land south side of canal; privilege to erect trestle and lay 6 inch pipe and draw water.
18955	Mar. 3	Emmanuel Leduc	Land on north wharf of basin 2, Ste. Anne's Ward, Montreal.
18979	" 23	G. T. R. Co. of Canada	Land at Turcot, Jacques Cartier County, Que.

RAPIDE PLAT

	1911.		
18956	Mar. 10	Theo. F. Chamberlain, M.D.	Land on south side of canal, west of lock 23; and privilege to lay pipe lines from mineral springs on said land to north side of canal.

RIDEAU

	1910.		
18621	Oct. 3	Wm. F. McBroom	Part of lot 21, con. 7, tp. of Storrington, County of Frontenac, at Brewer's Lower Mills Lock Station, "Mill Site" and water power.
18752	Nov. 19	Canadian Northern Ontario Ry. Co.	Privilege to lay, &c., bridge and line of railway across entrance of canal at Smith's Falls, Ont.
18783	Dec. 6	City of Ottawa	Privilege to lay, &c., conduit for electric wires from point on Slater Street to electric station on Laurier Ave. west.
18877	" 21	L. S. Lewis	Part lot I, con. 5, tp. of Crosby, County of Leeds, Ont.

Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

CANAL—*Concluded.*

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
15,400 sq. ft. / 4,125 sq. ft.	.....	13 yrs. 10 mths. and 25 days.	Feb. 3, 1910.	117 15	Feb. 3..	Feb. 3, 1910.
37,385 sq. ft...	....	During pleasure.	May 1, 1910.	897 24	May 1..	May 1, 1910.
11,084 sq. ft...	.....	" ..	Oct. 1, 1910.	785 22	Oct. 1..	Oct. 1, 1910.
400 sq. ft...	.....	" ..	Mar. 20, 1910.	200 00	Mar. 20 .	Mar. 20, 1910.
3,360 sq. ft...	.....	" ..	Nov. 1, 1910.	134 40	Nov. 1..	Nov. 1, 1910.
2,400 sq. ft...	.....	" ..	" 1, 1910.	96 00	" 1..	" 1, 1910.
....	.....	21 yrs. renewable	Oct. 1, 1910.	1 00	Oct. 1..	Oct. 1, 1910.
.....	... .	During pleasure.	Nov. 24, 1910.	100 00	Nov. 24..	Nov. 24, 1910.
.....	....	" ..	Dec. 1, 1909.	80 00	Dec. 1..	Dec. 1, 1909.
.....	.....	During pleasure.	Dec. 1, 1910.	10 00	Dec. 1....	Dec. 1, 1910
....	.....	" ..	Jan. 1, 1911.	20 00	Jan. 1....	Jan. 1, 1911
.....	.....	21 years...	" 1, 1911.	250 00	" 1....	" 1, 1911
4,350 sq. ft.	....	During pleasure.	Nov. 1, 1910.	307 00	Nov. 1....	Nov. 1, 1910
300 sq. ft.	.....	" ..	May 1, 1911.	12 00	May 1....	May 1, 1911
10·1357 / 12·4497 / 16·1598 / 15·2973 ac.. ...	.....	10 years, ren'ble.	June 1, 1910.	5,507 81	June 1....	June 1, 1910

CANAL.

0·116 / 0·077 ac.....	.....	During pleasure	Jan. 1, 1911.	1 00	Jan. 1....	Jan. 1, 1911

CANAL.

2½ ac.:.....	40 h. p.....	10 years, ren'ble.	July 1, 1910.	$5 for land $1.50 per h. p. for water	July 1....	July 1, 1910
.....	..... .	21 " " .	June 1, 1910.	10 00	June 1....	June 1, 1910
..... .	.....	During pleasure.	Nov. 1, 1910.	1 00	Nov. 1...	Nov. 1, 1910
1·6 ac.....	.....	" ..	Jan. 1, 1911.	7 50	Jan. 1....	Jan. 1, 1911

WATER POWER and other Public Property leased by the Department of

STE. ANNE'S

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1911.		
18920	Jan. 11	G. T. R. Co. of Canada..	Land at Ste. Anne de Bellevue, Que.....

TRENT

	1910.		
18363	Apr. 25	Geo. E. Laidlaw.....	Parts of lots Nos. 1, 2, 3, 4 and ; part of lot "C", and part of government reserve south of Portage Road, township of Bexley, county of Victoria, Ont.....
18364	" 26	John Ewan...	Parts of lots 49, 50, 51 and 52, south of Portage road and part of lot 24, con. 9, Tp. of Eldon, Co. of Victoria.....
18402	May 23	Richard Connolly.....	Land in con. 4, Tp. of Eldon, county of Victoria, Ont.....
18403	" 16	Jos. E. Downing	Land and land covered with water; E½ lot 2, con. 12, Tp. of Douro, county of Peterborough, Ont ....
18404	" 30	Peter McPherson	Land in 3rd and 4th con., Tp. of Eldon, county of Victoria, Ont.
18405	Apr. 23	Thomas Burke....	Part of W. ½ of lot 32, con. 4, Tp. of Eldon, county of Victoria, Ont.....
18414	June 9	Curtis Bros.	Part of block "T" in the W. ½, lot 31, con. 12, Tp. of Otonabee, county of Peterborough, Ont.. .....
18415	" 9	P. J. McDonald	Part of lot 49, south side of Portage Road, Tp. of Eldon, county of Victoria, Ont . .....
18420	" 15	Ed. W. Lytle	Part of lot 6, south side of Portage Road, Tp. of Bexley, county of Victoria, Ont.... .....
18421	" 15	Abram Barker.....	Part of lot 32, con. 11 and part of lot 61 on north side Portage Road, Tp. of Eldon, county of Victoria, Ont.. .....
18422	" 15	Ellen Sheehy	Part of lot 2, con. 7, Tp. of Carden, county of Victoria, Ont ...
18429	" 15	Edward Lytle.	Parts of lots 5 and 7, south side of Portage Road, Tp. of Bexley, county of Victoria, Ont ....
18430	" 15	Thos. Robinson.....	Part of lot 25, con. 10, Tp. of Eldon, county of Victoria, Ont...
18432	" 15	Alex. Cuthbert'..... ...	Lot 52, south Portage Road, Tp. of Eldon, county of Victoria, Ont .....
18527	July 12	Northumberland Durham Power Co.	All surplus water at Healey's Falls with privilege of using Lessor's land for roadway and pole line .....
18617	Sept. 23	J. E. A. Fitzgerald	Land in con. 12, Tp. of Douro, county of Peterborough, Ont ...

WELLAND

	1910.		
18282	Apr. 5	Frank Roach....	Part of lot 39, township of Thorold, county of Welland, Ont. ..
18283	Apr. 1.	Hydro-Electric Power Commission of Ontario.	Right, &c., to erect, &c., overhead electric power transmission line across canal south of Allanburg. .....
18295	Apr. 19.	E. P. Foley.....	Part of lot 17, township of Thorold, county of Welland, Ont....
18297	" .	"	Privilege to draw 300 horse power of water from old canal at Thorold, between locks No. 24 and 25. .....
18375	May 9	The Thorold Pulp Co., Ltd.	Surplus water above lock No 22..... ....
18376	May 12.	The Niagara, St. Catharines and Toronto Ry. Co.	Privilege to construct, &c., railway over and upon certain canal reserve land at Merritton and Thorold, Ont.....
18377	May 10.	Dominion Natural Gas Co., Ltd.	Privilege to lay, &c., gas pipe line across canal lands and dam at Dunnville, Ont ....

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued*

LOCK.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
124 sq. ft		During pleasure.	Jan. 1, 1911.	1 00	Jan. 1	Jan. 1, 1911

CANAL.

16·88 } ac 40·6 }		During pleasure.	Mar. 1, 1910	28 50	Mar. 1	Mar. 1, 1910
44·7 ac		"	" 1, 1910	25 00	" 1	" 1, 1910
44 16 ac		"	July 1, 1909.	44 16	July 1	July 1, 1909
0·057 ac		"	Mar. 1, 1910.	1 00	Mar. 1	Mar. 1, 1910
26·66 } ac 13·23 }		"	July 1, 1909.	39 89	July 1	July 1, 1909
8 ac		"	" 1, 1909	8 00	" 1	" 1, 1909
1·56 ac		"	Mar. 1, 1910.	7 50	Mar. 1	Mar. 1, 1910
3 ac		"	April 1, 1910.	4 50	Apr. 1	Apr. 1, 1910
1·65 ac		"	" 1, 1910	1 65	" 1	" 1, 1910
0 71 ac		"	" 1, 1910	5 00	" 1	" 1, 1910
0·12 ac		"	" 1, 1910.	1 00	" 1	" 1, 1910
4·7 ac		"	" 1, 1910.	4 70	" 1	" 1, 1910
2 7 ac		"	" 1, 1910.	2 70	" 1	" 1, 1910
3 ac		"	" 1, 1910	3 00	" 1	" 1, 1910
	All surplus water.	21 years ren'ble.	June 1, 1912	2 00 per H.P.	Jan. 1	Upon installation of the first unit of 3,600 h. p.
1·4 ac		During pleasure.	Sept. 1, 1910.	25 00	Sept. 1	Sept. 1, 1910

CANAL.

4·94 ac		During pleasure.	Mar. 1, 1910.	20 00	Mar. 1	Mar. 1, 1910
		"	Jan. 1, 1910.	1 00	Jan. 1	Jan. 1, 1910
0·05 ac		"	Mar. 1, 1910.	1 00	Mar. 1	Mar. 1, 1910
	300 H.P	21 years, ren'ble.	Aug. 1, 1910.	900 00	Aug. 1	Aug. 1, 1910
	250 H.P	"	Dec. 1, 1909.	750 00	Dec. & June 1	Dec. 1, 1909
		"	Mar. 1, 1910.	10 00	Mar. 1	Mar. 1, 1910
		During pleasure.	" 1, 1910.	25 00	" 1	" 1, 1910

WATER POWER and other Public Property leased by the Department of

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights demised.
	1910.		
18378	May 10	The Ontario Power Co. of Niagara Falls.	Privilege to lay, &c., submarine cable and to erect, &c., power transmission line at the Feeder Junction, south of Welland, Ont..
18408	May 30.	W. H. Dixon.....	Parts of lots 49 and 50, township of Thorold, county of Welland, Ont ...
18416	June 9.	George E. Ward.....	Part of lot 3, range 1, township of Moulton, county of Haldimand, Ont ..
18426	June 15.	The Ontario Power Co. of Niagara Falls.	Privilege to place, &c., electric power transmission line across canal at a point above bridge of M.C.Ry. Co. at Montrose.
18427	" 15	The Hamilton Cataract, Power, Light & Traction Company.	Privilege to construct, &c., an electric power transmission line on west side of canal between Welland and Port Colborne.
18431	May 21.	Michigan Central Ry. Co.	Part of lot 27, township of Crowland, county of Welland and permission to erect swing bridge across canal. .....
18534	Aug. 5	The Bell Telephone Company.	Privilege to erect, &c., telephone line along canal feeder east from lot No. 16 to Forks Road, in township of Wainfleet. .
18535	Aug. 2.	Thos. Lannan.....	Part of lot 27, concessions 6 and 7, township of Crowland, county of Welland, Ont....
18536	" .	Roy Smith	Part of lot 203, township of Thorold, county of Welland, Ont...
18540	Aug. 12.	O. Howell & A. Dougherty.	Part of lot 30, township of Thorold, county of Welland, Ont....
18616	Sept. 23.	Town of Welland..	Part lot 25, concession 5, township of Crowland, county of Welland, Ont .....
18766	Nov. 22	The Niagara, St. Catharines and Toronto Ry. Co.	Privilege to lay, &c., railway crossing over feeder and reserve land in 6th and 7th concessions, township of Crowland, county of Welland, Ont., and land.... ....
18768	" 20	The Welland Club, Ltd..	Parts of lots 25 and 26, Con. 5, township of Crowland, county of Welland, Ont..... .. ..
	1911.		
18929	Feb. 4	Charles Shirton.....	North side of canal feeder, Dunville, Ont..... ..
18958	Mar. 16	Town of Welland... . .	Parts of lots 25 and 26, concession 5, township of Crowland, county of Welland, Ont..... ....
19011	" 25	The Ontario Power Company of Niagara Falls.	Privilege to erect, &c., power transmission line upon canal reserve and over canal near lock No. 4, St. Catharines, Ont...
19055	" 29	John Parry.	Land on north side of canal feeder between Bridge and Maple streets, Dunnville, county of Haldimand, Ont. ... .

August 21st, 1911.

SESSIONAL PAPER No. 20

Railways and Canals during the Fiscal Year ended March 31, 1911—*Concluded.*

CANAL.

Area.	Amount of Water Power.	Term.	Commencement of Term.	Terms of Payment.		
				Annual Rental.	Due each Year.	First Instalment Due.
				$ cts.		
.....	.....	During pleasure.	May 1, 1910.	10 00	May 1 ...	May 1, 1910
8·75 ac	.....	" ..	" 1, 1910.	5 00	" 1....	" 1, 1910
0·016 ac.....	.....	" ..	Apr. 1, 1910.	10 00	April 1....	April 1, 1910
.....	.....	" ..	" 1, 1910.	1 00	" 1...	" 1, 1910
.....	.....	" ..	" 1, 1910.	50 00	" 1 ...	" 1, 1910
0·22 ac.....	.....	21 years, ren'ble.	Mar. 1, 1910.	10 00	Mar. 1....	Mar. 1, 1910
.....	.....	During pleasure.	July 1, 1910.	5 00	July 1....	July 1, 1910
8·89 ac.....	.....	21 years, ren'ble.	" 1, 1910.	25 00	" 1....	" 1, 1910
6·10 ac.....	.....	During pleasure.	May 1, 1910.	10 00	May 1....	May 1, 1910
3·04 ac.....	.....	" ..	July 1, 1910.	3 00	July 1....	July 1, 1910
0·43	.....	" ..	May 1, 1910.	1 00	May 1....	May 1, 1910
0·95	.....	21 years, ren'ble.	Oct. 1, 1910.	25 00	Oct. 1...	Oct. 1, 1910
1·17 ac.....	.....	"	Nov. 1, 1910	20 00	Nov. 1....	Nov. 1, 1910
0·06 ac.....	.....	During pleasure.	" 1, 1910.	10 00	" 1....	"
1·96 ac.....	.....	"	Dec. 1, 1910.	1 00	Dec. 1...	Dec. 1, 1910
.....	.....	"	Mar. 1, 1911.	25 00	Mar. 1....	Mar. 1, 1911
0·15 ac.....	.....	"	" 1, 1911.	5 00	" 1....	"

H. F. ALWARD,

Departmental Solicitor.

PROPERTY leased to the Department of Railways and Canals by

INTERCOLONIAL

No. of Lease.	Date of Signature.	Lessor.	Lands or Rights demised.
	1911.		
18925	Jan. 27	Barthelemi Masse (Son of Henry)	Privilege to draw water from river, &c., supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18926	" 27	Barthelemi Masse (Son of Etienne).	Privilege to draw water from river, &c., supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18927	" 27	David Cote.	Privilege to draw water from river, &c. supplying Lessor's Mills, to railway tank at St. Appolinaire, Que.
18932	" 31	G.T.R.	Space on 4th floor "Canadian Express Buildings".

RIDEAU

	1910.		
18526	May 19	Richard Young.	"Sandstone Quarry", situation on lot 8, concesssion 7, township of North Crosby.

TRENT

	1910.		
18523	July 5	John Collins.	Land between Front street and Trent river and privilege to erect small temporary wharf on river bank of canal.
	1911.		
18959	Feb. 28	Bennet and Goodwill.	Office space on 2nd floor of building, Water St. Peterborough.

August 21st, 1911.

various parties during the Fiscal Year ended March 31, 1911.

RAILWAY.

Area.	Term.	Commencement of Term.	Term of Payment.		
			Annual Rental.	Due each Year.	First instalment Due.
			$ cts.		
....	During pleasure.. .	July 1, 1910...	25 00	July 1.....	July 1, 1910..
....	"	" 1, 1910...	25 00	" 1... ..	" 1, 1910...
....	"	" 1, 1910...	25 00	" 1.....	" 1, 1910..
3,500 square feet...	5 years	Jan. 1, 1911...	3,600 00	Jan. 1 . . .	Jan. 1, 1911...

CANAL.

40 acres....	Yearly	May 19, 1910...	.. . .	*	

CANAL.

0·46 ac.....	1 year, renewable ..	June 10, 1910...	50 00	June 10	June 10, 1910...
1,250 square feet...	3 years.....	Mar. 1, 1911...	450 00	Quarterly	Mar. 1, 1911...

* 50c per cubic yard of stone taken.

H. F. ALWARD,
Departmental Solicitor.

PROPERTY CONVEYED to the Department of Railways and Canals

INTERCOLONIAL

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
18517	June 17..	Cyrille P. Delage *et al.*	Part of lot 614
	1909.		
*18543	Aug. 19..	Imperial Oil Co., Ltd..	Land on Campbell Road
	1910.		
*18544	Jan. 4..	James Day.	Land in
	1909.		
*18545	Dec. 28..	Luke Day *et ux.*	Land in
	1910.		
*18546	Mar. 22..	Jas. Lipsett *et ux.*	Land at covered bridge
*18547	" 22..	James McGivney *et al.*	" "
*18548	" 22..	Jas. A. McLaggan *et al.*	" "
*18549	" 22..	John A. McDonald *et ux*	" "
*18550	" 22	Thos. W. Sutherland *et al*	" "
*18551	" 21..	Alex. Urquhart *et ux.*	" "
*18552	Jan. 4..	Emma E. Parsons *et al*	Land in ward 6
*18553	" 3..	Sydney Bamford *et al.*	Land one mile east of
18554	May 6..	Silas W. Copp *et ux.*	Land in
18555	" 6..	S. Edgar Dixon *et ux.*	Land in
	1909.		
*18568	Nov. 23..	Mercy A. Church *et al.*	Land near
	1910.		
18569	May 25..	W. S. Cunard *et al.*	Land and land covered with water on N. E. side of Campbell Road and S. of road and Bedford Basin
	1909.		
*18570	Aug. 25..	Institution for the Deaf and Dumb	Land and land covered with water on the E. side of the Strait of Canso
	1910.		
*18571	Mar. 7..	Institution for the Deaf and Dumb *et al*	Parcel of land and land covered with water
*18572	" 7..	Institution for the Deaf and Dunb *et al.*	Land on E. side Strait of Canso
18749	July 30..	Marshall Stewart *et ux*	Land at
18968	April 7..	Fred'k C. Durant	Land, beach and flats covered by water at flood tide at
	1905.		
*18983	Aug. 22..	Wilfred Houle	Lot 528
*18984	Sept. 21..	Onésime Provencher	Lots 449 and 450
*18985	Aug. 1..	Ovide Brouillard	Parts of lots 438, 439, 440, 443, 446, 452, 453, 454, 456 and all Lots 442 and 445
*18986	Aug. 4..	Emmanuel Parent	Part of lot 528.

*Two late for last years report.

during the Fiscal Year ended March 31, 1911

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Fraserville	Temiscouata, Que.	93,203 sq. ft.	7,217 01	
Halifax	Halifax, N.S.	16,915 / 12,026 sq. ft.	1 00	
North Sydney	Cape Breton, N.S.	6,374 sq. ft.	300 00	
"	" "	8,433 sq. ft.	1,643 63	
St. Mary's	York, N.B.	0·60 acres	25 00	
"	"	0·76 acres	20 00	
"	"	0·88 acres	25 00	
"	"	0·52 acres	20 00	
"	"	1·47 acres	25 00	
"	"	0 56 acres	20 00	
Halifax	Halifax, N.S.	9·757 sq. ft.	88 92	
Boies Town	Northumberland, N.B.	5·8 acres	350 00	
Sackville	Westmoreland, N.B.	0·116 acres	50 00	
"	" "	0·979 acres	400 00	
Bedford Station	Halifax, N.S.	6·12 acres	210 00	
Halifax	"	668,427 sq. ft.	10,000 00	
Point Tupper	Richmond, N.S.	41,125 sq. ft	2,156 25	
"	"		1 00	
"	"	75,000 sq. ft.	3,750 00	
Portage	Kings	1.32 acres	100 00	
St. John	St. John		1 00	Exchange of land.
Ste. Perpétue	Nicolet, Que.	2·45 acres	350 00	
Mitchell	"	0·31 acres	300 00	
"	"	1·82	679 28	
Ste. Perpetue	Nicolet, Que.	5·64 ac	357 00	

PROPERTY CONVEYED to the Department of Railways and Canals

INTERCOLONIAL

No. of Deed	Date of Deed.	Grantor.	Lot.
	1910.		
18987	Sept. 14..	Etienne Couture.....	Privilege to lay, etc. pipe line on lots 183 and 184 of.....
18988	" 14..	Philippe Dube.....	Privilege to lay, etc. pipe line on lot 185.....
18989	Oct. 15..	Alphonse Lanzier.....	Privilege to lay, etc. pipe line on lot 279.....
19001	June 30..	Parish of St. Paul's, Halifax, N.S.	Land on Campbell Road.....
19047	Dec. 21..	George P. Bernier.....	Lot 159, con. 1.....
	1908.		
*19079	May 18..	The St. John Bridge & Railway Extension Co	Land at St. John, N.B.....
	1910.		
19114	Dec. 29..	Napoleon Govang *et ux*	Lot 16.....
	1911.		
19115	Jan. 14..	Lawrence T. Joudry *et ux*	Lot 12.....
	1910.		
19116	Dec. 31..	W. M. & S. O. Humphrey *et al.*	Lot 2½*a*.....
19117	" 17..	Madeline Quinn *et al*..	Lots 8 and 8*a*.....
19118	" 16..	John Winter.....	Lot 13.....
19119	" 16..	Austen A. Allen *et ux*.	Lot 6.....
19120	" 23..	Margaret McFarlane..	Lot 11.....
19121	" 17..	Hon. C. W. Robinson *et ux*.	Lots 4, 4½, 5 and 5*a*.....
19122	" 3..	Hon. H. R. Emmerson (estate of Hanna Spurr)	Lots 3*a*, 3*b*, 3*c* and 3*d*.....
19123	Oct. 1..	Margaret Gannon.....	Land in.....
19124	Aug. 30..	Pius Gannon *et ux* ..	Land in.....
	1911.		
19125	Mar. 25..	Emile Dube.....	Part of cadastral lot 614.....

RIDEAU

	1910.		
18447	Apr. 28..	Hugh Graham *et ux*...	Part of lot 8, con. 1.....

TRENT

	1910.		
18446	June 4..	R. P. Armstrong.....	Part of lot 9, con. 8.....
18516	" 24..	Dolly A. Hurst.....	Part of lot 37.....
18556	July 2..	Harry Nugent *et ux*...	Land in.....
18573	" 20..	Patrick S. McDonald *et ux*.	Parts of lots 47 and 48, on S. side of Portage Road.....
	1904.		
*18578	July 22..	Department of Public Works of Ontario.	Transferring all locks, dams, rights in water and flooded lands in water tributary to the Trent System.....

* Too late for last year's report.

SESSIONAL PAPER No. 20

during the Fiscal Year ended March 31, 1911—*Continued.*

RAILWAY—*Concluded.*

District.	County.	Area.	Amount.	Remarks.
			$ cts	
St. Pierre du Lac (Cedar Hall).	Rimouski, Que.		25 00	
" "	" "		50 00	
" "	" "		50 00	
Halifax	Halifax, N.S.	2·495 ac.	1,309 25	
Cap St. Ignace	Montmagny, Que.	0 22 arp.	1,500 00	
St. John	St. John, N.B.	35,100 sq. ft.		Exchange of land.
Moncton	Westmoreland, N.B.	4,343 sq. ft.	945 00	
"	" "	0·24 ac.	950 94	
"	" "	0·06 ac.	57 75	
"	" "	1·85	1,429 05	
"	" "	1·7 ac.	4,884 60	
"	" "	0 02 ac.	1,515 15	
"	" "	0 25 ac.	2,733 15	
"	" "	2·285 ac.	3,081 75	
"	" "	8·352 ac. 2.440 ac.	14,221 20	
North Sydney	Cape Breton, N.S.	13,516 8 sq. ft.	600 00	
"	" "	31,218 sq. ft.	500 00	
Fraserville	Temiscouata, Que.	34,000 sq. ft.	2,095 90	

CANAL.

Gloucester	Carleton, Ont.	5·33 ac.	200 00	

CANAL.

Sydney	Hastings, Ont.	0·39 ac.	200 00	
"	" "	0·02 ac.	30 00	
"	" "	0·2 ac.	100 00	
Eldon	Victoria, Ont.	25·6 ac.	512 00	
				Order in Council

PROPERTY CONVEYED to the Department of Railways and Canals

TRENT

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1908.		
*18607	Aug. 10..	Caroline Grant..	Land in village of.... ... .
*18608	Sept. 15..	Maryette Glover.....	Parts of 107 and 108, con. 1, W. of Yonge st.....
*18609	" 22..	Thos. Smith *et ux*.....	Part of 108 " " " ....
*18610	Oct. 8..	Wm. Luck *et ux*.....	Part of 107 " " " .....
*18611	" 9..	Jno. Salter *et ux*.....	Parts of 12 and 13 " E. of Yonge st. .....
*18612	Nov. 13..	G. B. Thompson *et ux*.	Parts of 107 and 108, " W. " .....
	1909.		
*18613	Nov. 6.. Mar. 24..	Orren A. Huffman *et ux*	Parcels 52, 53, 54, 55 and 56 ....
	1910.		
18740	Oct. 26..	James Whitton *et al* ..	Block XXXV town of..... .....
	1908.		
*18741	Mar. 16..	T. Thompson *et ux*....	Part of 108, con. 1, W. of Yonge st..... .....
*18742	June 6..	Jos. W. Brammer.....	Part of lot 9, con. 1, E. of Yonge st ....
*18743	" 6.	Mary Williams..	Parts of lots 6 and 7, con. 2, E. of Yonge st. ....
*18744	July 18..	Isaac James *et ux*.....	Part of 109, con. 1, W. of Yonge st..... ....
*18745	Aug. 28..	E. C. Sheppard *et al* ..	Part of 110, " S, " ....
*18746	" 28..	Wm. Pitchford *et ux*..	Part of 9, " S, " ....
*18747	May 26..	Chas. E. Lundy *et ux*..	Part of 8, " 2, E, " ....
*18770	June 6..	Sarah Daly *et mar*	Land in village of..... .....
	1910.		
18776	Nov. 16 .	Mary Ann Miller.....	Parts of 6, 7 and 8, block XIV, S. of Balaclava st.....
18777	" 12..	Alfred H. McKeel *et ux*	Lots 4 and 5, block XXVI, E. of Grand Road.... .....
18790	Dec. 3 .	Samuel Bayes *et ux*....	Lots 37 and 38 and parts of 36, 39 and 40, block XLI, E. side of Grand Road and W. of Henrietta st.....
18791	Nov. 25..	William Runnels *et ux*.	Lot 35 and part of 36, block XLI, E. of Grand Road.....
18792	" 21..	Eliza O. Clark.....	Lot 1, block XXVI, E. Grand Road..... .....
18793	" 26..	Isabella Innis *et al* ...	Lot 41, block XLII, W. of Henrietta st., and lot 4, block XXXVIII E. of Henrietta st.....
18879	Dec. 12..	Robt. Fox *et ux*.....	Block XXVII, E. of Grand Road.....
	1908.		
*18880	Feb. 26..	Jas. W. Sloane.....	Land in village of Holland Landing..... .....
*18881	Aug. 7-8..	W. D. Glover *et ux* ...	Parts of 106, con. 1 " " ....
*18882	Oct. 8..	Jno. F. Dalton .., ..	" " 1 " " ....,..... .....
	1910.		
18883	Dec. 14..	F. G. Mitchell *et ux*...	Lot 6, block XXVI E, Grand Road .....
	1908.		
*18884	Oct. 9..	Wm. Luck *et ux*.....	Land in village of..... .. ..

*Too late for last year's report.

during the Fiscal Year ended March 31, 1911.—*Continued.*

CANAL—*Continued.*

District.	County.	Area.	Amount.	Remarks.
Holland Landing	York, Ont	2·37 acres	537 00	
E. Gwillimbury	"	5 acres	500 00	
"	"	5·11 acres	400 00	
"	"	2·50 acres	250 00	
"	"	0·34 acres	125 00	
"	"	0·42 acres	25 00	
Sydney	Hastings, Ont	5·54 acres	4,700 00	
Campbellford	Northumberland	0·32 acres	5,500 00	
E. Gwillimbury	York, Ont	3·4 acres	221 00	
"	"	5·92 acres	658 00	
"	"	20·50 acres	2,550 00	
"	"	6·25 acres	187 50	
"	"	5·80 acres	217 50	
"	"	1·50 acres	52 50	
"	"	26·10 acres	3,100 00	
Holland Landing	"	18·35 acres 0·81 acres	2,000 00	
Campbellford	Northumberland	0·426 acres	700 00	
"	"	0·86 acres	4,800 00	
"	"	1·06 acres	2,600 00	
"	"	0·20 acres	5,000 00	
"	"	0·41 acres	1,600 00	
"	"	0·14 acres 0 25 acres	1,500 00	
"	"	0·38 acres	1,350 00	
E. Gwillimbury	York, Ont	0·30 acres 0·03 acres	30 00	
"	"	0·48 acres 0·10 acres	30 00 470 00	
"	"	0·19 acres	25 00	
Campbellford	Northumberland	0·38 acres	2,100 00	
Holland Landing	York, Ont	1·94 acres	194 00	

PROPERTY CONVEYED to the Department of Railways and Canals

TRENT

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
18885	Dec. 20..	Mary Mitchell	Lot 8, Block XXVI., E. Grand Road
18886	" 20..	David Mitchell	Lot 7, " " " "
18893	Oct. 22..	Susan Connelly	Lot 21 & part 20, Block XIV., W. River St
18894	Dec. 9..	Wm. Runnels	Part of Block XXVII., E. Grand Road
18895	Dec. 16..	Clarence Williams	Land in Town of
18901	Dec. 15..	Jas. Y. Mitchell *et ux.*	Parts of 10 & 11, Block XXVI., E. Grand Road
18902	" 15..	W. R. McDonald *et ux.*	Lot 9, Block XXVI., E. Grand Road
	1908.		
*18914	May 16..	Frank West *et ux*	Part of Lot 116, Con. 1, E. of Yonge St.
*18915	Jan. 2..	Thos. E. Foster *et ux.*	Parts Lots 122, 123, 124, Con. 1, E. of Yonge St.
*18917	" 2..	Kenneth R. Robertson *et ux*	Part Lot 114, Con. 1, W. of Yonge St
	1910.		
18946	Dec. 17..	Chas. Bakes *et ux*	Part of Lot 34, Block XLI., E. Grand Road
	1911.		
18947	Jan. 14..	Martha McKeel	Part of Lot 34, Block XLI., E. Grand Road
18948	" 9..	Ed. Owens *et ux.*	Lot 1, Block XXVII., E. Grand Road
18969	" 21..	Mary A. and Olivia Boland	Lot 11, Block XXXIX., N. of Cathcart and W. of Mary Ann Street
	1908.		
*18970	Jan. 2..	Chas. Denne *et ux*	Lot 115, Con. 1, W. of Yonge Street
*18971	June 11..	Thos. Hayes *et ux*	Lots 111 & 112, Con. 1, W. of Yonge Street
*18972	Jan. 2..	Garibaldi B. Thompson *et ux*	Lot 116, Con. 1, W. of Yonge Stret
	1911.		
18974	Jan. 16..	Robt. D. T. Cumming, *et al*	Lots 15 & 3, Block XXVI., part of Lot 60, Block XLIX, and Lots 12, 13, 14, and part of 11, Block XXVI.
18990	" 26..	Harriet McAuley	Part of Lot 22, Block XLII., W. of Henrietta St.
18991	" 23..	Mary Jane Bakes	Part of Lot 34, Block XLI., W. of Henrietta St. and east side of Grand Road
	1910.		
18992	Dec. 30..	John D. MacKay *et ux.*	Parts of Lots 46, 47 & 48, E. of Henrietta St. and S. of Lyon St
	1911.		
18993	Jan. 23..	Geo. R. Bush *et al*	Part Lot 33, Block XX., North of Wilcox St
18994	Feb. 24..	Chas. W. Ackerman *et ux*	Part of Lot 9, Con. 6.
18995	" 15..	James Benor *et ux*	" " " " "
18997	Jan. 1..	Mabel Williams	" " " " "
18998	" 27..	Elizabeth Stein	" " " " "
18999	" 25..	Chas. M. Benor *et ux.*	Part of Lot 26, Block XIV
19002	Feb. 3..	John Walsh *et ux*	Part W. ½ of Lot 1, Con. 8
19014	Mch. 25..	Township of Seymour	Public highway; part Lot 9, Con. 8
19028	Feb. 6..	David Wright *et ux*	Parts Lots 58 & 59, N. of Portage Road
19133	Mch. 29..	Township of Sydney	(1) Parcels 30, 2, 11 & 12 & 58, parts of road between Cons. II and III., III. and VI., IV. and V, and V. and VI. (2) Parcel 24 (road allowance)

* Too late for last year's report.

during the Fiscal Year ended March 31, 1911—*Continued.*

CANAL—*Concluded.*

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Campbellford	Northumberland, Ont	0·26 acre	2,600 00	
"	"	0·28 acre	325 00	
"	"	0·22 acre	1,100 00	
"	"	0·34 acre	450 00	
"	"	0·26 acre	475 00	
"	"	0·24 acre	2,100 00	
"	"	0·38 acre	1,300 00	
E. Gwillimbury	York, Ont	5.75 acre	90 00	
"	"	0·21 acre	430 00	
"	"	0·19 acre	285 00	
Campbellford	Northumberland, Ont	0·06 acre	1,200 00	
Campbellford	"	0·08 acre	1,200 00	
"	"	1 acre	1,550 00	
"	"	0·25 acre	200 00	
E. Gwillimbury	York, Ont	6·4 acre	128 00	
"	"	0·22 acre	500 00	
"	"	3·09 acres	158 50	
Campbellford	Northumberland, Ont	1·03 acre	900 00	
"	"	0·13 acre	1,000 00	
"	"	0·06 acre	1,300 00	
"	"	0·55 acre	2,000 00	
"	"	0·001 acre	75 00	
"	"	0·33 acre	50 00	
"	"	0·007 acre	10 00	
"	"	0·045 acre	50 00	
"	"	0·35 acre	50 00	
"	"	0·02 acre	25 00	
Carden	Victoria, Ont	0·54 acre	25 00	
Harvey	Peterborough, Ont		75 00	
Eldon	Victoria, Ont	1·64 acre	32 80	
Sydney	Hastings	1·02 acre	1 00	
Murray and Sydney	"			

PROPERTY CONVEYED to the Department of Railways and Canals

WELLAND

No. of Deed.	Date of Deed.	Grantor.	Lot.
	1910.		
18748	Oct. 11..	Harry Leslie *et ux*	Part of Lot 1, N. side of Sugar Loaf St . .
18771	Nov. 11..	Ellen E. Carter *et al*..	Part of Block " B ", Port Colborne and part Lot 29, Con. 1..
18772	Nov. 10..	DeWitt Carter *et ux*..	Part Lot 29, Con. 1.....
18778	Nov. 9..	Sylvester Manning *et ux*	E. part of Block " A ". ....
	1911.		
19046	Jan. 2..	Jane Cunninghan.....	Deed of surrender of all interest in water-power held under Attornment No. 14998 ....

AUGUST 21, 1911.

during the Fiscal Year ended March 31, 1911—*Concluded.*

CANAL.

District.	County.	Area.	Amount.	Remarks.
Port Colborne	Welland, Ont.	0·043 acre	325 00	
Humberstone	"		2,000 00	
"	"	0·126 acre	125 00	
Port Colborne	"	0·11 acre	125 00	
"	"			

H. F. ALWARD,
Departmental Solicitor.

LETTERS PATENT Granted by His Majesty the

INTERCOLONIAL

No. of Deed.	Date of Signature.	Grantor.	Lot.
	1910.		
18365	April 15..	Andrew Loggie *et al*...	Railway reserve at.....
18449	April 4..	Fred'k C. Durant.....	"I.C.R. Ballast Wharf" for sugar refinery.....
18913	Dec. 29..	The Saint John Bridge and Railway Extension Company.	Land in.. .....

AUGUST 21, 1911.

King, during the Year ended March 31st. 1911.

RAILWAY.

District.	County.	Area.	Amount.	Remarks.
			$ cts.	
Dalhousie.....	Restigouche, N. B.....	2,400 sq. ft.....	.....	
St. John.....	St. John, N. B	8·19 acres.....	1 00	Exchange of land.
"	"	35,108 sq. ft.....	††	Supersedes No. 17424.

H. F. ALWARD,
Departmental Solicitor.

††Exchange of land .

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

INTERCOLONIAL RAILWAY.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1910.			$ cts.
18371	April 19..	Mrs. Nellie MacPherson.	Damages for injuries sustained through an accident at or near Trenton, N.S.	250 00
18459	May 19..	Michael Vendetti.....	Damages for injuries sustained at Nash's Creek Station, Restigouche county, N.B., while travelling as a passenger.	135 00
18664	April 7..	Henry N. Paint.	For all claims for injuries to lands and lands covered with water conveyed to His Majesty by Deeds Nos. 18570, 18571, 18572.	1 00
18665	Aug. 24..	Mary A. McLean, *et al*	Damages by fire to land at Munro's Bridge, Inverness county, N.S.	70 00
	1911.			
18889	Jan. 2..	James A. Chisholm....	Damages for injuries sustained at River John Station, N.S.	1,000 00
18938	" 25..	Paul Anctil.....	Damages incidental to closing of crossing over I.C.R. at Fraserville, Que.	250 00
18967	Feb. 10..	Julia McNutt (widow of Charles G. McNutt).	Compensation for death of husband, occasioned by movement of engine in Truro yards.	100 00

CHAMBLY CANAL.

	1908.			
*18557	Dec. 6 .	Daniel Mullarkey.....	Damages by flooding to lots 338 and 345, Parish of St. Joseph de Chambly, county of Chambly, Que.	350 00

LACHINE CANAL.

	1910.			
18512	April 28	Mary Evers *et al*.....	Compassionate allowance consequent upon death of James Evers.	1,000 00

TRENT CANAL.

	1910.			
18448	May 27..	Andrew G. Hogg *et al*.	Damages to W. ½ lot 7, concession 8, and to lots 5, 6 and 7, concession 7, township of N. Monaghan, county of Peterborough, Ont.	2,000 00
18465	April 30..	Jos. Oliver *et al*.....	Damages to lot 17, concession 16 and lot 18, concession 17, township of Harvey, county of Peterborough, Ont.	138 00
18469	May 12..	Martin A. McNamara *et al*.	Damages to lot 9, concession 9, township of N. Monaghan, county of Peterborough, Ont.	1,715 00
18508	June 16..	Jno. and J. McGuire *et ux*.	Damages to lots 'A' and 'B', concession 15, township of Harvey, county of Peterborough, Ont.	57 00
18509	June 2 .	Ann Graham *et al*.....	Damages to S. ½ of lot 28, concession 15, township of Smith, county of Peterborough, Ont.	120 00
18510	May 18..	Absalom Northey *et al*	Damages to N. ½ of lot 25, concession 13, and lot 25, concession 14, township of Smith, county of Peterborough, Ont.	15 00
18511	June 18..	Henry H. Grubbe.....	Damages to island No. 82, township of Burleigh, county of Peterborough, Ont.	50 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			$ cts.
18514	Sept. 27..	Jas. E. Whittington *et al*	Damages to E. ½ of lot 16, concession 2, township of S. Monaghan, county of Peterborough, Ont.	200 00
18515	June 21..	Alex. Morrison *et ux*..	Damages to N. ½ of lot 1, concession 2, township of Ennismore, county of Peterborough, Ont.	96 00
18582	July 13..	Edward Armstrong *et al*	Damages to lot 26, concession 15, township of Smith, county of Peterborough, Ont.	54 00
	1909.			
*18583	June 28 .	Amos J. Shearer *et al*..	Damages to N. ½ of lot 9, concession 3, township of Alnwick, county of Northumberland, Ont.	320 00
.....	Dec. 1..	....	Damages to lot 9, part of lot 10 and N. part of lot 8, concession 4, township of Alnwick, county of Northumberland, Ont.	80 00
	1910.			
18581	July 15..	James Robertson *et al*.	Damages to E. ½ of lot 17, concession 1, township of Otonabee, county of Peterborough, Ont.	200 00
18585	Aug. 11..	John O'Brien	Damages to N. ½ of the N. ½ of lot 5, concession 8, township of Ennismore, county of Peterborough Ont.	56 00
18586	July 25..	Francis Burnet	Damages to E. ½ of lot 7, concession 1, township of Asphodel, county of Peterborough, Ont.	450 00
18587	" 23..	Thomas Gordon *et al*..	Damages to island No. 5, township of Dummer, county of Peterborough, Ont.	70 00
18588	" 8..	Robt. J. Tully *et al* ...	Damages to lots 1 and 2, concession 4, township of Smith, county of Peterborough, Ont.	168 00
18589	May 25..	Daniel Cavanagh *et al*.	Damages to S. ½ of lot 6, concession 10, township of Ennismore, county of Peterborough, Ont.	50 00
	1909.			
*18590	July 13..	Thomas N. Bell... ...	Damages to N. ½ of lot 16, concession 9, township of Smith, county of Peterborough, Ont.	32 00
*18591	Mar. 22..	Patrick Brick *et al*	Damages to E. ½ of lot 3, concession 19, and E. ½ of lot 4, concession 10, township of Verulam, county of Victoria, Ont.	200 00
18592	July 19 .	Thomas McConnell *et al*	Damages to the S. ½ of lot 16, concession 5, township of Emily, county of Victoria, Ont,	225 00
18593	" 8..	John T. S. Switzer..	Damages to the N. ½ of 17, concession 4, township of Emily, county of Victoria, Ont.	135 00
18622	" 21..	Jno. J. English *et ux*..	Damages to the block 'A,' township of Hastings, county of Northumberland, Ont.	65 00
18623	" 11.	Mary Ann McIlmoyle.	Damages to the E. ½ of lot 3, concession 6, township of S. Monaghan, county of Northumberland, Ont.	40 00
18624	Aug. 23..	Patrick P. Young *et ux*	Damages to lot 26, concession 4, township of Douro, county of Peterborough, Ont.	200 00
18625	Sept. 28 .	Margaret Cleary *et al*.	Damages to parts of lot 3, concession 12, township of Douro, county of Peterborough, Ont.	375 00
18626	" 14 .	Harry G. Stubbs *et al*.	Damages to Island 11, township of S. Burleigh, county of Peterborough, Ont.	350 00
18527	Aug. 30.	Charles Coben *et al*....	Damages to lots 32 & 33, concession 17, township of Galway, county of Peterborough, Ont.	125 0
18628	July 9..	Lawr'ce F. Mitchells *et ux*.	Damages to broken lot 11, concession 15, township of Otonabee, county of Peterborough, Ont.	36 00

* Too late for last year's report.

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1910			$ cts.
18529	Aug. 17..	Jno. Wilson *et al*.....	Damages to W, ½ of the E. ½ of lot 30, concession 11, township of Otonabee, county of Peterborough, Ont.	300 00
18630	" 31..	J. Ashburn & W. Robertson *et al*.....	Damages to lot 7, concession 7, township of Otonabee, county of Peterborough, Ont.	15 00
18631	June 25..	Wm. Irwin *et al*.....	Damages to lot 13, concession 10 and lot 1, concession 13, township of Harvey, county of Peterborough, Ont.	213 00
18632	July 20..	Mary H. Kelly *et al*.....	Damages to Broken lots 4 and 5, concession 18, township of Harvey, county of Peterborough, Ont.	126 00
18633	" 8..	Thos. H. Arscott *et al*...	Damages to N. ½ of the W. ½ of lot 21, concession 16, township of Harvey, county of Peterborough, Ont.	70 00
18634	" 25..	Sarah A. Yelland *et al* ..	Damages to island 3, in Stoney Lake, township of Burleigh, county of Peterborough, Ont.	80 00
18635	June 20..	K. A. S. Traill.....	Damages to island 24, township of S. Burleigh, county of Peterborough, Ont.	100 00
18636	" 28..	Levi Payne *et ux*.....	Damages to part of S. W. part of Horseshoe island, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	100 00
18637	July 8..	Roland C. Strickland....	Damages to N. part of Island 1, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	0 00
18638	Aug. 29..	Wm. J. Hopwood *et al*..	Damages to block 'C', township of Smith, connty of Peterborough, Ont.	150 00
18639	" 8..	Jessie L. Graham *et al* ..	Damages to island 17, township of Smith, county of Peterborough, Ont.	200 00
18640	July 20..	Mary H. Kelly *et al*.....	Damages to lots 12, 13, 14 and 15, village of Bridgenorth, township of Smith, county of Peterborough, Ont.	100 00
18641	" 7..	Wm. Udy *et ux*.....	Damages to lots 9 and 10, township of Smith, county of Peterborough, Ont.	50 00
18642	June 25..	Thos. H. Graham.....	Damages to lot 6, concession 5, township of Smith, county of Peterborough, Ont.	75 00
18643	" 25..	Jno. Shannahan *et al*....	Damages to N. ½ lot 2, concession 7, township of Ennismore, county of Peterborough, Ont.	280 00
18644	" 21..	Michael Perdue.....	Damages N. ½ lot 2, concession 3, township of Ennismore, county of Peterborough, Ont.	280 00
18645	Aug. 16..	Jeremiah Carew *et al*....	Damages to N. ½ lot 2, concession 5, township of Ennismore, county of Peterborough, Ont.	245 00
18646	Sept. 17..	Jno. J. Lundy *et al*.....	Damages to N. ½ lot 1, concession 4, township of Ennismore, county of Peterborough, Ont.	210 00
18647	Aug. 1..	Timothy Murphy *et ux*...	Damages to N.E. ¼ of lot 4, concession 8, township of Ennismore, county of Peterborough, Ont.	120 00
18648	July 22..	Timothy Murphy *et al*...	Damages to E. ½ of the S. ½ of lot 5, concession 9, township of Ennismore, county of Peterborough, Ont.	146 00
18649	Aug. 20..	Thos. O'Reilly *et al*.....	Damages to S. ½ of lot 2, concession 4, township of Ennismore, county of Peterborough, Ont.	315 00
18650	" 9..	Thos. Flood *et ux*.....	Damages to S. ½ of N. ½ of lot 6, concession 9, township of Ennismore, county of Peterborough, Ont.	120 00
18651	July 23..	James Murphy	Damages to W. ½ of S. ½ of lot 5, concession 9, township, of Ennismore, county of Peterborough, Ont.	129 00
18652	" 16..	Jno. F. Collins *et al*.....	Damages to N. ½ of lot 2, concession 2, township of Ennismore, county of Peterborough. Ont.	160 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			$ cts.
18653	July 18..	Jno. Geary *et al*.....	Damages to lot 3, concession 3, township of Peterborough, Ont.	120 00
18654	Aug. 9..	C. M. Murphy *et al*.....	Damages to the E. ½ of the S. ½ of lot 4, concession 9, township of Ennismore, county of Peterborough, Ont.	150 00
18655	July 23..	Michael O'Connell *et al*..	Damages to the S. ½ of lot 18 and the S. ½ of the N. ½ of lot 19, concession 6, township of Emily, county of Victoria, Ont.	225 00
18656	" 8..	Wm. Kearns *et ux*.....	Damages to S. ½ of lot 20, concession 8, township of Emily, county of Victoria, Ont.	90 90
18657	" 12..	Wm. Nurse *et ux*.....	Damages to S. ½ of lot 23, concession 7, township of Emily, county of Victoria, Ont.	96 00
18658	Aug. 27..	Wm. J. Perdue *et al* ...	Damages to N. ½ of lot 23, concession 7, township of Emily, county of Victoria, Ont.	150 00
18659	June 24..	Mary R. Clifford.....	Damages to lot 4, Elizabeth Street, Coboconk township of Emily, county of Victoria Ont.	2,000 00
18660	July 16..	Philip Lafolley..	Damages to E. ½ of lot 12, concession 7, township of Emily, county of Victoria. Ont.	60 00
18661	June 29..	Wm. S. Hunter.....	Damages to lot 5, concession 19, township of Verulan, county of Victoria, Ont.	56 00
18662	July 11..	Wm. Fitzpatrick *et ux*...	Damages to W. ½ of lot 16, concession 9, township of Emily, county of Victoria, Ont.	100 00
18663	" 15..	Moses Ruth *et al*.....	Damages to S. ½ of lot 17, concession 5, township of Emily, county of Victoria, Ont.	165 00
18674	" 22..	Mary H. Kelly *et al*.....	Damages to part lot 12, E. side of Communication Road, township of Smith, county of Peterborough, Ont.	100 00
18675	Aug. 30..	Patrick P. Young.. ...	Damages to lot 3, concession 10, township of Burleigh, county of Peterborough, Ont.	300 00
18676	Apl. 1..	Annie McClelland *et al*..	Damages to part lot 12, concession 16, township of Otonabee, county of Peterborough, Ont.	750 00
18677	Sept. 16..	Francis R. Elmhirst *et al*.	Damages to lots 11 and 12, concession 3, township of Otonabee, County of Peterborough, Ont.	130 00
18678	" 14..	Geo. W. Wood..	Damages to W. ½ and part of E. ½ of lot 16, concession, township of Otonabee, county of Peterborough, Ont.	387 00
18679	July 20 .	Jno. Geary *et al*.....	Damages to E. part of S. ½ of lot 1, concession 4, township of Ennismore, county of Peterborough, Ont.	115 00
18680	June 29..	Ellen O'Brien.....	Damages to S. ½ of N. ½ of lot 5, concession 8, township of Ennismore, county of Peterborough, Ont.	49 00
18681	Aug. 19..	Jno. J. O'Reilly *et al*....	Damages to N. ½ of lots 3 and 4, concession 3, township of Ennismore, county of Peterborough, Ont.	400 00
18682	June 28..	Lawrence Twomey *et al*..	Damages to N. ½ of lot 5, concessions 3 and S. ½ of lot 3, concession 4, township of Ennismore, county of Peterborough, Ont.	480 00
18683	July 4..	Michael Geary *et al*. ...	Damages to S. ½ of lot 2, concession 3, township of Ennismore, county of Peterborough Ont.	160 00
18684	June 30..	Wm. Brown *et ux*.	Damages to lot 6, concession 10, township of Harvey, county of Peterborough, Ont.	120 00
18685	" 20..	Mary H. Kelly *et al*.....	Damages to lots 6, 7 and 8, concession 17, township of Harvey, county of Peterborough, Ont.	161 00
18686	July 9..	John Chesney	Damages to W. 140 acres of lot 9, concession 9, township of Harvey, county of Peterborough, Ont.	60 00
18687	Sept. 13..	Geo. J. Lowes *et ux*.	Damages to S. ½ of lot 19, concession 7, township of Emily, county of Victoria. Ont.	150 00
18688	July 8..	Geo. Franks *et ux*.....	Damages to N. ½ of lot 22, concession 6, township of Emily, county of Victoria, Ont.	64 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			$ cts.
18689	July 14.	Fred'k A. McBain *et al.*	Damages to W. ½ of lot 20, concession 4, township of Emily, county of Victoria, Ont.	72 00
18690	" 15.	Margaret J. Mills *et al.*	Damages to E. ½ of lot 16, concession 4, township of Emily, county of Victoria, Ont.	25 00
18691	Sept. 28.	Wm. J. Clark *et ux.*	Damages to E. 50 acres of lot 23, concession 8, township of Emily, county of Victoria, Ont.	100 00
18694	" 24.	Michael J. O'Reilly *et al.*	Damages to N. ½ of lot 5, concession 4, township of Ennismore, county of Peterborough, Ont.	175 00
18695	June 21.	Geo. Lintick	Damages to S. ½ of lot 1, concession 3, township of Ennismore, county of Peterborough, Ont.	88 00
18696	Sept. 30.	Geo. R. Austin *et al.*	Damages to island '23A', Stoney Lake, township of Dummer, county of Peterborough, Ont.	50 00
18697	Aug. 26.	Lucinda Little *et al.*	Damages to W. ½ lot 30, concession 6, and E. ½ lot 31, concession 5, township of Dummer, county of Peterborough, Ont,	136 60
18698	Sept. 29.	Alice Sanderson *et al.*	Damages to Block 'A', township of Dummer, county of Peterborough, Ont.	90 00
18699	July 20.	Robt. P. Boucher *et al.*	Damages to Block 'B' and "C", concession 16, township of Harvey, County of Peterborough, Ont.	400 00
	1908.			
*18700	Dec. 16	Ed. S. Piper *et al.*	Damages to island 17, Stoney Lake, township of S. Burleigh, county of Peterborough, Ont.	400 00
	1910.			
18701	Sept. 17	Wm. Spence	Damages to N.E. ½ of lot 8, concession 5, township of Emily, county of Victoria, Ont.	40 00
18702	Oct. 3.	Rev. M. F. Fitzpatrick.	Damages to E. ½ of lot 9, concession 11, township of Percy, county of Northumberland.	80 00
8722	July 30.	Denis Sullivan *et al.*	Damages to lot 21, concession 9, township of Emily, county of Victoria, Ont.	120 00
18723	Sept. 17	Jno. W. Sherin *et al*	Damages to N. ½ lot 18, concession 3, township of Emily, county of Victoria, Ont,	300 00
	1909.			
*18724	Apr. 2.	Patrick Kelly *et al.*	Damages to lot 3, concession 10, township of Verulam, county of Victoria.	80 00
	1910.			
18725	Sept. 13.	Robt. Kennedy *et al.*	Damages to part block "M," Bobcaygeon Mill Site and Mill business up to March 31, 1910, township of Verulam, county of Victoria.	300 00
18726	July 20.	Mary H. Kelly	Damages to islands 5 and 6, Mud Lake, township of Ennismore, county of Peterborough, Ont.	150 00
18727	July 7.	Wm. Nichols *et ux*	Damages to lot 12, concession 6 and lot 12, concession 7, township Smith, county of Peterborough, Ont.	75 00
18728	Aug. 27.	Chassie M. R. Tate *et al.*	Damages to lots 3, 4 and 5, concession 1, township of S. Burleigh, county of Peterborough, Ont	240 00
18729	July 20.	Mary H Kelly *et al.*	Damages to lot 9, concession 4, township of Ennismore, county of Peterborough, Ont.	150 00
18730	Aug. 20.	Wm. J. Clark *et ux*	Damages to S. ½ of lot 1, concession 5, township Ennismore, county of Peterborough, Ont.	280 00
18731	Sept. 7.	Daniel J. Doran *et al.*	Damages to N. ½ 3, concession 6, township of Ennismore, county of Peterborough, Ont.	116 00
18732	Nov. 7.	Ella M. Matthews	Damages to lot 4, township of Smith, county of Peterborough, Ont.	100 00

* Too late for last year's report.

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature	Grantor.	Description.	Amount.
	1910.			$ cts.
18733	June 30..	Geo. W. Mann *et ux*....	Damages to lots 12, 13 and 14, concession 8 and lot 25, concession 17, township of Smith, county of Peterborough, Ont.	250 00
18734	Oct. 5.	Wm. J. Peacock *et ux*...	Damages to lot 2, concession 18, township of Cavendish, county of Peterborough, Ont.	130 00
18735	July 30..	Jno. Ball *et al*.....	Damages to E. ½ of E. ½, of lot 7, concession 10 township of Harvey, county of Peterborough, Ont.	50 00
18736	" 19..	Robt. Thorne *et al*.....	Damages to lot 16, concession 4, township of S. Monaghan, county of Northumberland.	630 00
18737	Sept. 3..	James Emberson *et al*...	Damages to lots 15 and 16, concession 3, township of S. Monaghan, county of Northumberland.	130 00
18738	" 20..	Mary Sullivan *et al*	Damages to N. ½ of N. ½ of lot 19, concession 6, township of Emily, county of Victoria, Ont.	150 00
18739	Oct. 12 .	Silas H. Crowe *et al*. ...	Damages to W. ½ of lot 19, concession 17, of township of Harvey, county of Peterborough.	40 00
18758	July 30..	Jas. E. Kearney *et ux* ..	Damages to Island 25, Otonabee R. opposite island 56, concession 12, township of Smith, county of Peterborough.	175 00
18759	Oct. 11..	David B. Macomb	Damages to part of lot 2 and parts of 2 and 3, township of Smith, county of Peterborough.	100 00
18760	June 25 .	Margaret J. and J. H. Newnham.	Damages to lots 18 and 19, concession 2, township of Smith, county of Peterborough.	36 00
18761	" 21..	Thos. G. Calvert *et ux*...	Damages to N. ½ lot 1, concession 3, township of Ennismore, county of Peterborough.	50 00
18762	Aug. 10..	Township of Ennismore.	Damages to roads, highways, etc., in township of Ennismore, county of Peterborough.	1,600 00
18763	July 20..	Mary H. Kelly *et al*.....	Damages and broken lots 14 and 15, concession 12, township of Harvey, county of Peterborough.	75 00
18794	Dec. 1..	Mabel Mary Sherin *et al*.	Damages to lots 1 and 2, concession 4, township of Burleigh, county of Peterborough.	40 00
18795	Nov. 12..	J. H. Humphries *et al*...	Damages to N. ½ of lots 2 and 3, concession 3, township of Asphodel, county of Peterborough.	188 00
18800	Oct. 4..	David Smith	Damages to lot 3, concession 18, township of Cavendish, county of Peterborough.	40 00
18801	" 4..	Ed. W. Switzer *et ux*....	Damages to lot 7 and part of lot 6, concession 18, township of Cavendish, county of Peterborough.	50 00
18802	Dec. 7..	Wm. Stock *et ux*	Damages to part of island 7, township of Dummer, county of Peterborough.	70 00
18803	Nov. 7..	Henry Rush *et ux*..... .	Damages to part of lot 2, township of Dummer, county of Peterborough.	50 00
18804	Oct. 10..	Margaret O'Shea *et al* ..	Damages to part lots 6 and 7, township lot 14, concession 11, township of Monaghan, county of Peterborough.	100 00
18805	July 18..	Aaron Nichols *et ux*.....	Damages to N. ½ of lot 15, concession 8, township of Smith, county of Peterborough.	50 00
18806	Nov. 24..	Wm. M. McGregor *et ux*.	Damages to island 93, Stoney Lake, township of Burleigh, county of Peterborough.	90 00
18890	Sept. 28	John Brick *et ux*..... ..	Damages to N. ½ of Lot 11, Con. 6, township of Ennismore, county of Peterborough, Ont.	100 00
18891	Sept. 20	Mary L. Dumble.....	Damages to island 32, Stoney Lake, tp. of Dummer, county of Peterborough, Ont.	30 00
18892	Nov 9	Canada Company..... .	Damages to N. ½ Lot 11, concession 5, township of Emily, county of Victoria, Ont.	200 00
18896	Dec. 29	J. H. Sherin..	Damages to 6 small islands between islands Nos. 28 and 29, Stoney Lake, township of Burleigh, county of Peterborough, Ont.	40 00
18897	Sept. 15	Grace Heaton *et al*.....	Damages to part lot 18, registered plan 8, township of Harvey, county of Peterborough, Ont.	50 00
18898	Dec. 17	J. Breckenbridge *et ux*..	Damages to lots 9 and 10, concession 3, township of Asphodel, county of Peterborough, Ont.	275 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Continued.*

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			$ cts.
18899	Aug. 22	Austin J. Ford *et al*.....	Damages to lot 1, concession 18, township of Cavendish, county of Peterborough, Ont.	92 00
18900	Dec. 24	Jas. B. Wood *et ux*.....	Damages to E. 35 acres of E. ½ lot 16, concession 1, township of Otonabee, county of Peterborough, Ont.	270 00
	1911.			
18909	Jan. 7	Cornelius O'Reilly *et ux*.	Damage to S. W. ¼ lot 11, concession 7, township of Ennismore, county of Peterborough, Ont.	125 00
	1910.			
18910	Oct. 5	Catherine Crough *et al*...	Damages to lot 7, concession 3, township of Ennismore, county of Peterborough, Ont.	90 00
18911	Dec. 31	Robt. A. Wood.....	Damages to N. ½ of W. ½ lot 14, W. ½ 15, and W. 30 acres of E. ½ of 16, concession 1, township of Otonabee, county of Peterborough, Ont.	513 00
	1911.			
18916	Jan. 10	Philip M. Westlake *et ux*	Damages to lot 7, concession 6 and E. ½ lot 7, concession 5, township of Smith, county of Peterborough, Ont.	75 00
18939	Jan. 23	Jno. Maloney *et al*	Damages to S. ½ lot 5, concession 5, township of Ennismore, county of Peterborough, Ont.	100 00
18940	Jan. 26	Nat. Stiles *et ux*	Damages N. W. ¼ lot 2, concession 4, S. W. part S. ½ 2, concession 5, township of Ennismore, county of Peterborough, Ont.	184 00
18941	Jan. 20	Barth. Seabrook *et ux*...	Damages to lot 1, concession 5, township of S. Monaghan, county of Northumberland, Ont.	125 00
18942	Jan. 24	Denis J. Doran.....	Damages to S. E. ¼ lot 2, concession 5, N. E. ¼ 2, concession 4, township of Ennismore, county of Peterborough, Ont.	250 00
	1910.			
18943	Nov. 30	J. F. H. Dumble *et al*....	Damages to island No. 28, township of Dummer, county of Peterborough, Ont.	75 00
	1911.			
18944	Jan. 26	Wm. J. Overend *et al*...	Damages to lots 3 and 4, concession 2, township of Burleigh, county of Peterborough, Ont.	128 00
18945	Feb. 6	W. H. Bradburn *et al*....	Damages to Park Reserve, township of Smith, county of Peterborough, Ont.	300 00
18949	Feb. 4	W. S. Davidson, Alex. Elliott, trustees.	Damages to Park Reserve, township of Smith, county of Peterborough, Ont.	60 00
18964	Feb. 1	Sarah Hutchins *et al*....	Damages to E. ½ lot 2, concession 6, township of S. Monaghan, county of Northumberland, Ont.	75 00
	1910.			
18965	Sept. 30	Jno. Conway *et al*.....	Damages to S. ½ lots 4 and 5, concession 3, township of Ennismore, county of Peterborough, Ont.	315 00
	1911.			
18966	Feb. 11	W. J. Conway *et al*.....	Damages to part lot 4, concession 4, township of Ennismore, county of Peterborough, Ont.	75 00
18996	Feb. 28	Simon Perdue *et ux*.....	Damages to N. ¼ lot 6, concession 4, township of Ennismore, county of Peterborough, Ont.	25 00
19000	Mar. 1	Janet Graham *et al*.....	Damages to lot 8, concession 3, township of Asphodel, county of Peterborough, Ont.	60 00
19003	Mar. 21	R. G. Ritchie *et ux*.....	Damages to lot 32, concession 11, township of Dummer, county of Peterborough, Ont.	96 00

SESSIONAL PAPER No. 20

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911.

TRENT CANAL—*Continued.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1911.			$ cts.
19004	Jan. 6	A.A.Hollingshead *et al*..	Damages to lot 18, registered plan No. 8, township of Harvey, county of Peterborough, Ont.	80 00
19005	Sept. 30 1910.	Alex. C. Graham *et ux*..	Damages to part Mill Reserve and lots 3, 4, 5, 6 and 7, E. of 11th concession line, village of Victoria Road, township of Eldon, county of Victoria, Ont.	300 00
19024	Mar. 21 1911.	Ira Switzer *et al*.....	Damages to S. ½ lot 19, concession 6, township of Emily, county of Victoria, Ont.	100 00
19025	Feb. 3	Isabella Jane Magee....	Damages to S. ½ lot 22, concession 6, township of Emily, county of Victoria, Ont.	96 00
19026	Feb. 8	Stephen Thorn *et ux*	Damages to E ½ lot 13, concession 16, township of Otonabee, county of Peterborough, Ont.	105 00
19027	Jan. 9	Wm. McGuire *et al*.....	Damages to E. ½ lot 5, concession 13, township of Harvey, county of Peterborough, Ont.	50 00
19030	Mar. 31	Jno. Brick *et al*.....	Damages to the N. ½ lot 12, concession 6, township of Ennismore, county of Peterborough, Ont.	60 00
19031	Feb. 25	Michael Hennessey *et al*.	Damages S. ½ of N. ½ of lot 1, concession 5, township of Ennismore, county of Peterborough, Ont.	84 00
19032	Feb. 25	Wm. Curtis *et al*.... ..	Damages to E. 96 acres of S. ½ of lot 5, township of Ennismore, county of Peterborough, Ont.	150 00
19033	Feb. 25	Timothy Curtin *et al*....	Damages to E. 40 acres of S. ½ lot 4, W. 50 acres of S. ½ lot 5, concession 4, township of Ennismore, county of Peterborough, Ont.	150 00
19034	Feb. 28	Thos. R. Hull *et ux*	Damages to lot 3, concession 12, township of S. Burleigh, county of Peterborough, Ont.	50 00
19035	Feb. 9	Eliza J. A. Hull.....	Damages to lots 1 and 2, concession 12, township of Burleigh, county of Peterborough, Ont.	75 00
19036	Feb. 24	Thos. Lynch *et al*.....	Damages to E. ½ lots 3 and 4, concession 12,township of Asphodel, county of Peterborough, Ont.	675 00
19048	Feb. 8	David H. Quinlan *et al*..	Damages to lot 6, concession 3, township of Ennismore, county of Peterborough, Ont.	35 00
19049	Feb. 17	Isabella Cox..... ...	Damages to island 10, township of S. Burleigh, county of Peterborough, Ont.	150 00
19050	Mar. 18 1910.	Wm. J. Overend.....	Damages to lot 5, concession 10, township of Harvey, county of Peterborough, Ont.	72 00
19051	Oct. 20 1911.	M.A.MacNamara *et al*..	Damages to 9, concession 10, township of N. Monaghan, county of Peterborough, Ont.	285 00
19052	Feb. 9	S.S.Switzer *et ux*.....	Damages to lot 35, concession 18, township of Galway, county of Peterborough, Ont.	80 00
19081	Mar. 24	Cath. A. Crough *et al*...	Damages to S. ½ lot 6, concession 4, township of Ennismore, county of Peterborough, Ont.	125 00
19084	Mar. 16	Francis Birdsall *et ux*..	Damages to lot 12, 13, E. ½ 14, S. W. ¼ 14 and E. ½ 15, concession 1, township of Otonabee, county of Peterborough, Ont. Damages to lots 1 and 2, W. ½ 3, 4 and 5, concession 1, township of Asphodel, county of Peterborough, Ont.	6,270 00
19085	Mar. 18	Jas. McL. Oliver *et ux*..	Damages to S. ½ 18, concession 16 and lots 17 and 18, concession 17, township of Harvey, county of Peterborough, Ont.	100 00
19095	Mar. 11	Benj. McCarrell *et ux*...	Damages to S. ½ lot 18, concession 3, township of Emily, county of Victoria, Ont.	150 00

DAMAGES released to the Department of Railways and Canals during the Fiscal Year ended March 31, 1911—*Concluded.*

TRENT CANAL—*Concluded.*

No. of Release.	Date of Signature.	Grantor.	Description.	Amount.
	1910.			$ cts.
19106	Nov. 30	Garthorne J. Jopplin	Damages to 6, 7, 8, 21, 22 and 23, village of Bridgenorth, township of Smith, county of Peterborough, Ont.	150 00
19169	Aug. 30	Wm. H. Dwyer *et ux.*	Damages to E. ½ lot 32, concession 10, township of Dummer, county of Peterborough, Ont.	100 00

* Too late for last year's report.

H. F. ALWARD,
Departmental Solicitor.

AUGUST 21, 1911.

PART III

REPORTS OF THE GOVERNMENT RAILWAY BOARD AND OTHER OFFICIALS

FOR THE YEAR 1910-11

Government Railways Managing Board.
W. B. MacKenzie, Chief Engineer, I.C.R.
T. C. Burpee, Engineer of Maintenance, I.C.R.
G. R. Joughins, Superintendent of Motive Power, I.C.R.
S. L Shannon, Comptroller, I.C.R.
T. C. Burpee, Engineer of Maintenance, Windsor Branch.
S. L. Shannon, Comptroller, Windsor Branch.
W. B. MacKenzie, Chief Engineer, P.E.I. Ry.
G. A. Sharpe, Superintendent, P.E.I. Ry.
W. S. Poole, Mechanical Superintendent, P.E.I. Ry.
W. T. Huggan, Accountant and Auditor, P.E.I. Ry.
Chairman and Secretary of Government Railways Provident Fund.
Statement of Casualties, I.C.R.

MONCTON, N.B.

SIR,—The Government Railways Managing Board have the honour to submit the following report on the working of the Government Railways during the fiscal year ended March 31, 1911.

The board from April 1, 1910, to December 22, 1910, was constituted as follows:—

Mr. A. W. Campbell, C.E., chairman, Ottawa.
Mr. D. Pottinger, I.S.O., assistant chairman, Moncton.
Mr. E. Tiffin, general traffic manager, Moncton.
Mr. F. P. Brady, general superintendent, Moncton.

On the latter date a fifth member was appointed to the board, by an order in council, dated December 22, 1910, in the person of Mr. J. B. T. Caron, barrister of Ottawa, who immediately assumed his duties as member of the board and general solicitor.

There were nineteen meetings of the board during the year, four of these in Montreal, twelve in Moncton, and three elsewhere along the line of railway.

The railways under the control of the board are:—

The Intercolonial railway, the Windsor Branch railway, and the Prince Edward Island railway.

Separate accounts are kept for each of these railways, and they will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of officials are inclosed:—

Report of the Chief Engineer on works charged to capital account.

Report of the Engineer of Maintenance on the repair and renewal of the permanent way buildings and works.

Report of the Superintendent of Motive Power, and of the Mechanical Department's Accountant, with the statements relating to the Mechanical Department.

Also the general accounts of the railway prepared by the Comptroller, as follows:—

1. Capital account.
2. Revenue account.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores account.
9. General balance.
10. Statement of averages.

Return of casualties.

The length of railway in operation during the year was 1,455·63 miles.

CAPITAL ACCOUNT.

The cost of road and equipment on March 31, 1910 was $92,273,073.51. The additions during the year were as follows:—

Beresford—subway near	$ 3,397 48
Bridges—to strengthen	47,440 93
Chaudière Junction—engine house, &c., at	6,000 00

Diversion of line at Chatham and branch to wharf	$ 149,976	56
Freight cars—air brakes to	3,952	80
General protection of highways	7,039	48
Halifax—to increase accommodation at	39,795	15
Indiantown and Blackville—to put line into condition for operation	1,750	64
Lac au Saumon—overhead crossing one mile west of	1,391	00
Levis—improvements at	3,521	48
Loggieville—improvements at	2,534	74
Moncton—cut off line at	53,857	66
Moncton—locomotive and car shops, with equipment and freight yard	80,437	01
New machinery for locomotive and car shops	37,983	70
Original construction	734	38
Pintsch gas apparatus	5,784	55
Rivière du Loup—engine house, &c., at	62,347	47
Robinson's Crossing—subway at	4,189	16
St. Cyrille and Drummondville—Diversion of road to eliminate crossing at rail level between	500	00
St. John—to increase accommodation at	6,000	28
Ste. Rosalie—improvements at	2,105	79
Sydney Mines—diversion	100,000	00
To increase accommodation and facilities along the line	31,317	51
Towards double tracking parts of the line	5,625	72
Truro—increased accommodation at	10,159	55
Water supply—to increase	18,320	68
Land at Gibson	4,578	10
Sydney Mines—extension to	155	75
Buildings and property at Campbellton	75,000	00
	$ 765,897	57
Less—proceeds of sale of SS. *Rimouski*	3,600	00
	$ 762,297	57
Making the total cost on March 31, 1911	$ 93,035,371	08

The explanation of the above deduction is that a credit was placed to capital account of the amount realized from the sale of the steamer *Rimouski,* which was formerly used to perform the mail tender service at Rimouski between the British mail steamers and Rimouski wharf. This amount had been held in suspense account for some years.

Overhead crossing one mile west of Lac au Saumon—

This overhead crossing was provided in order to eliminate a dangerous crossing of a highway at rail level. The work was done by day labour.

Subway at Robinson's crossing—

This subway was provided in order to eliminate a dangerous crossing of a highway at rail level, one and a half miles east of New Mills station. The work was done by day labour.

New machinery for locomotive and car shops—

This is for additional machinery for the construction and repair of locomotives and cars, and for the installation of it.

Diversion of road to eliminate crossing at rail level between St. Cyrille and Drummondville—

This is a payment made to the municipality of Wendover and Simpson for making a portion of the road.

Extension to Sydney Mines—

This is an amount of interest paid Luke Day in connection with lands taken from him for the Sydney Mines extension. The payment was authorized by order in council dated June 8, 1910.

Land at Gibson—

Award of Exchequer Court dated June 27, 1910, in favour of H. H. Pichard, including principal, interest and taxed costs.

Explanations in regard to the other items of expenditure on capital account will be found in the report of the Chief Engineer, and in the report of the Superintendent of Motor Power.

REVENUE ACCOUNT.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$9,863,783 40
Working expenses	9,595,976 79
Net earnings	$ 267,806 61

The gross earnings compare as follows with those of the previous year:—

In 1910-11	$9,863,783 40
In 1909-10	9,268,234 99
Increase	$ 595,548 41

The earnings from passenger traffic compare as follows:—

In 1910-11	$2,899,419 82
In 1909-10	2,765,884 66
Increase	$ 133,535 16

The earnings from freight traffic compare as follows:—

In 1910-11	$6,344,595 66
In 1909-10	6,048,884 18
Increase	$ 295,711 48

The earnings from mails and express freight compare as follows:—

In 1910-11	$ 619,767 92
In 1909-10	453,466 15
Increase	$ 166,301 77

The earnings by mile of railway compare as follows:—

In 1910-11	$ 6,776 30
In 1909-10	6,404 56
Increase	$ 371 74

The earnings by train mile compare as follows:—

In 1910-11	$1 42
In 1909-10	1 39

The numbers of passengers carried compare as follows:—

In 1910-11	3,232,895
In 1909-10	3,122,324
Increase	110,571

There was an increase of 94,888 in the number of local passengers and of 15,683 in the number of through passengers.

The weight of revenue producing freight compares as follows:—

	Tons.
In 1910-11	4,101,400
In 1909-10	3,927,240
Increase	174,160

There was an increase in local freight of 126,795 tons, and also an increase in through freight of 47,365 tons.

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Statement of receipts, showing the receipts monthly from passenger traffic, freight traffic and mails and sundries.

Passenger statement, showing monthly the number of local and of through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried, and the mileage.

Comparative statement, showing the principal articles of freight carried during this year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing the stations from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

Statements of the ocean-borne passenger business at Halifax, at St. John and at Quebec, showing the number of passengers received by the railway from each of the steamers named.

Statements of ocean-borne freight traffic at Halifax and at St. John, showing the quantity of freight imported and exported by the lines of steamers named and carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

In 1910-11	$9,595,976 79
In 1909-10	8,645,070 33
Increase	$ 950,906 46

The averages compare with those of last year as follows:—

Per mile run by engines—	
In 1910-11	$ 1·0777
In 1909-10	1·0042
Per mile run by trains—	
In 1910-11	$ 1 37
In 1909-10	1 29
Working expenses per mile of railway—	
In 1910-11	$6,592 33
In 1909-10	5,973 94

The engineer of maintenance reports that the track, bridges and structures of the railway have been kept in good repair.

During the year 631,490 ordinary ties and 338 sets of switch ties were put in.

132·72 miles of track were reballasted, 149,275 cubic yards of ballast being used.

3·95 miles of additional sidings were provided at various points.

Bridges, culverts, wharves and buildings received necessary repairs.

The fences were repaired and 27·85 miles of fences were built.

The snow sheds and snow fences were repaired.

The superintendent of motive power in his report which is sent herewith states that the general condition of the rolling stock is good.

One first-class car, six freight vans, four platform cars, one flanger car, four stock cars and one diamond flanger car were rebuilt in the railway shops to replace an equal number taken out of service.

Ten freight locomotives of the consolidation type, one passenger locomotive of the pacific type, five first-class passenger cars, three postal cars, two baggage cars and three colonist cars were purchased. Nine of the ten consolidation locomotives replaced twenty-six old small type locomotives, seventeen of the latter being taken off the register in consequence, thus reducing the number of locomotives owned from 414 to 397; the tractive power of the nine modern locomotives exceeding by 35,976 lbs. the tractive power of the twenty-six smaller locomotives. The other two locomotives purchased replaced the same number taken out of the service. The cars purchased also replaced an equal number of cars taken out of service, one baggage car being in excess.

All the above were charged to working expenses.

STORES.

The value of stores purchased was	$3,470,961 59
The value of stores used was	3,660,646 23
The value of material sold was	329,651 72
The value of stores on hand at the end of the year was:—	
Miscellaneous	501,355 51
Fuel	229,059 51
Roadway and bridge material	418,888 43
Total	$1,149,303 45

GENERAL.

The winter of 1910-11 was an average one. Very severe cold was experienced in some localities, while the snowfall on the northern portion of the line was considerable. The expenditure for clearing snow and ice was $119,612.80 as compared with $91,124.39 during the previous winter.

On June 24, 1910, several small buildings near the passenger station at North street, Halifax, used in connection with the cleaning of cars, were destroyed by fire together with their contents which consisted mainly of oil, waste and car cleaning material. One Intercolonial railway baggage car and one foreign refrigerator car were slighty damaged, as well as the umbrella roof of the station.

On July 11, 1910, the town of Campbellton was destroyed by fire, only a few dwellings on the outskirts of the town being saved. With the exception of the dwelling occupied by the superintendent, all the railway buildings, consisting of passenger station, freight shed, baggage building, engine house and workshop with machinery, tools and stores, water tank, ice house, car inspector's and car cleaner's buildings were destroyed. Seven locomotives were very badly damaged; and four box freight cars,

one Hart convertible car, and one flanger car were destroyed. The plant for coaling locomotives was damaged, and two hundred and fifty tons of coal and sixty cords of wood were burned. Temporary accommodation was provided for carrying on the business of the railway while the buildings and other facilities are being rebuilt.

On February 2, 1911, the station at Sacré Cœur was burned, the freight books, cash and tickets being saved. Temporary office and waiting room accommodation are being supplied until the station is rebuilt.

On March 1, 1911, the passenger station at Sydney was considerably damaged by fire, the floor and ceiling on the second floor and part of the main roof being burned through. Considerable damage was also done to the rest of the building by water used to extinguish the fire. The business was carried on, on the ground floor of the station, while the building was being repaired.

On March 10, 1911, the flour shed, No. 13, on the York Point wharf, St. John, was completely gutted by fire. The piling supporting the building and the wharf itself were also damaged. The fire is supposed to have been of incendiary origin. There was only about one carload of flour in the shed at the time of the fire.

On March 23, 1911, the freight shed at Truro and a quantity of freight contained in it were destroyed by fire. The foot bridge over the tracks, a portion of which stood immediately over the freight shed, was damaged; two spans falling down on the tracks. Temporary accommodation has been provided pending the reconstruction of the freight shed.

WINDSOR BRANCH RAILWAY.

The line extends from Windsor Junction to Windsor, N.S., and is 32 miles in length. It is under lease to the Dominion Atlantic railway company, which operates the line, and which has also running powers over the Intercolonial railway between Windsor Junction and Halifax.

The Windsor branch is maintained by the government, and the company pays to the government one-third of the gross earnings.

The following statement of the accounts prepared by the comptroller are inclosed:—

No. 1. Revenue account.
No. 2. Maintenance of way and structures.
No. 3. General balance.
No. 4. Statement of earnings.

Also the report of the Engineer of Maintenance on the work done during the year, and on condition of the branch:—

The revenue ($\frac{1}{3}$ earnings) was	$48,191 43
The cost of maintenance was	17,797 98
Net earnings	$30,393 45

The earnings decreased considerably, compared with those of the previous year, as follows:—

Earnings 1910-11	$48,191 43
Earnings 1909-10	60,653 98
Decrease	$12,462 55

The decrease was in freight traffic due to the almost complete failure of the apple crop in the Annapolis valley. There was a slight increase in passenger traffic, while the mail earnings remained stationary.

The Engineer of Maintenance reports that the track, bridges, and structures have been kept in good repair.

PRINCE EDWARD ISLAND RAILWAY.

The railway is 267·5 miles in length and the gauge is 3 feet 6 inches.

The following reports of officials are inclosed:—

Report of the Chief Engineer on the works charged to capital account.

Report of the superintendent, who sends statements of the various accounts prepared by the accountant and auditor, also the report of the Mechanical Superintendent and the statements in regard to that department, also the return of casualties which occurred during the year:—

The cost of road equipment on March 31, 1910, was	$8,465,364 91
The expenditure during the year was	94,320 56
Making the total cost on March 31, 1911	$8,559,685 47

The report of the Superintendent and the report of the Chief Engineer give the details and explanations in regard to capital expenditure.

The working expenses for the year were	$ 424,104 00
Gross earnings were	337,419 55
Deficiency	$ 86,684 45

The gross earnings compare with the previous year as follows:

In 1910-11	$ 337,419 55
In 1909-10	319,074 74
Increase	$ 18,344 81

The increase was in both passenger and freight traffic.

The working expenses compare with the previous year as follows:—

In 1910-11	$ 424,104 00
In 1909-10	427,283 73
Decrease	$ 3,179 73

The necessary work was done to maintain the permanent way and works, and the rolling stock, and they are in a state of efficiency.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund which has been sent separately shows:—

Credit balance on March 31, 1910	$ 255,585 08
During the fiscal year the contributions of the employees amounted to	71,296 42
The contributions of the railways amounted to	71,296 42
Amounts received for refunds	1,083 83
A total of	$ 399,261 75
The total expenditure was	132,861 10
Leaving a balance of	$ 266,400 65
To which is to be added the interest	7,079 36
Making a total amount to the credit of the fund on March 31, 1911	$ 273,480 01

During the year, fifty-one employees were retired and placed upon the fund, and twenty-three have died, leaving three hundred and eighty-one persons on the list receiving an allowance from the fund at the end of the fiscal year. This is an increase of twenty-eight persons compared with last year.

We have the honour to be, sir,

Your obedient servants,

A. W. CAMPBELL, Chairman.
D. POTTINGER, Assistant Chairman.
E. TIFFIN, General Traffic Manager.
F. P. BRADY, General Superintendent.
J. B. T. CARON, General Solicitor.
Government Railways Managing Board.

MONCTON, N.B., June 8, 1911.

SIR,—I have the honour to submit the following report on Capital Account expenditure for the fiscal year ending March 31, 1911:—

SYDNEY MINES DIVERSION.

A contract was let for a single track diversion from near Georges River station to Sydney Mines, via the shore of Little Bras d'Or Lake, a distance of 9·09 miles. The work of construction was commenced in June, and continued during the year.

The land required for the right of way was expropriated, valuations made, and approved by the Board of Management, and settlements made; except with a few owners who will be dealt with next year.

Contracts were let for steel bridges required on this diversion; at Georges river; Glebe House cove, and Georges river under crossing, and the materials partly delivered on the ground. Preliminary and location surveys, plans, profiles, estimates, and land valuations were made for two different routes (Back and Shore lines) from North Sydney to Leitches creek, and submitted for approval.

TO INCREASE THE ACCOMMODATION AT HALIFAX.

The work of moving the electric plant from North street to the Willow Park yard, and wiring the new engine house, shops and yard was completed.

An Exchequer Court award of $9,428.51 was paid to the Cunard estate for land taken for the use of the Intercolonial railway at Richmond.

2.$^{495}/_{1000}$ acres of land were purchased from the Rector, Wardens and Vestry of St. Paul's Church, and 1.208 acres from the City of Halifax which were required for the right of way, in connection with the double tracking of the Cotton Factory branch.

The freight shed on pier No. 4 was widened to facilitate the handling of freight to and from the steamers. The work was done by days' labour; the greater part of the material used for this work being second hand material—taken from dismantled buildings.

The estimates on the contracts for the new 36 stall engine house, power house and heating plant to the engine house, were paid.

Borings and soundings were made in connection with the proposed harbour improvements.

A vacuum car cleaning plant was installed in the car cleaning yard. 353·08 square yards of granite paving were laid at North street.

Increased accommodation at Truro—

The office of the yard master, partly built by days' labour in the fiscal year 1909-10, was completed.

Preliminary plans for a proposed new station were prepared.

2,550 lineal feet of siding were laid in the yard.

A passenger platform was built between the 1st and 2nd tracks in front of the station.

Locomotive and car shops with equipment, and new freight yard at Moncton—

A shed for storing lumber was built in the yard.

The two chain grate stokers, supplied last year for the boilers transferred from old shops, were erected in place.

The gas plant building was extended; the work was done by days' labour, one additional unit being added to the existing gas producer plant.

Two 96-inch cast-iron turntables and four 96-inch turntables with cast steel tops for trolley tracks, were installed.

1,814 additional feet of siding were laid in the yard.

For details of wheel trolley tracks, platforms, power circuit for smith shop, closets, urinals, wash-basins, lockers and machinery, see report of G. R. Joughins, superintendent of motive power and rolling stock.

Cut off Line at Moncton—

The following persons were paid for land taken for right of way for the cut off line from the new freight yard, near the new shops at Moncton, to connect with the main line near Sunny Bræ.

Lot No. 1.—Builders Woodworking Co., Limited.
Lot No. 2½a.—W. A. and Emma D. Humphrey.
Lot No. 3.—A.B.C. & D., Estate Hannah Spurr.
Lot No. 4, 4½ & 5.—Hon. C. W. Robinson.
Lot No. 6.—Austin A. Allen.
Lot No. 8.—Mrs. Madeline Quinn.
Lot No 9, 10a & 10b.—R. C. Bishop of St. John.
Lot No. 11.—Mrs. Margaret MacFarlane.
Lot No. 12.—L. T. Joudry.
Lot No 13.—John Winter.
Lot No. 17.—Napoleon Govang.

Increased accommodation at St. John—

917 square yards of granite paving were laid in the station yard.

The operating machinery was installed in the drop pit at the freight car repair shop. The wiring for electric lighting of the freight car repair shop was completed.

Storage tracks were put in at the freight car repair shop, for storing car wheels.

Diversion of line at Chatham and branch to wharf—

A contract was let for a single track diversion from Nelson station easterly through the town of Chatham, thence to a point about 1¼ miles east of the town limits, three miles west of Loggieville, a distance of 8·28 miles, and the work of construction commenced on June 11, 1910.

The right of way outside the town of Chatham was cleared and grading completed on the first four and part of the last two miles. Two miles of track were laid from the Nelson end of the line. Seventeen concrete culverts were constructed. About seven miles of right-of-way were fenced. No work was done on that section of the line through the town of Chatham.

Valuations were made for the land required for the right-of-way, and submitted to and approved by the Board of Management, and settlements made with the owners who accepted the valuators' award.

A contract was let for a steel bridge for the Miramichi Pulp and Paper Company's under crossing.

Preliminary plans were prepared for a passenger station.

To put railway between Indian Town and Blackville into condition for operation—

This appropriation was to cover an amount held in Suspense Account for work done in fiscal year 1909-10.

Improvements at Loggieville—

The cast iron smoke jacks for the engine house were received, and erected in place. The heating of the engine house, and extension of the water and drainage systems were completed.

The remodelling and painting of the station were also completed.

A loading platform was provided. The old turntable taken out in 1909-10 was sold.

To provide subway near Beresford—

This subway was provided; the work being done by days' labour by the Maintenance Department.

Engine house, &c., Rivière du Loup—

The work in connection with the addition of 6 stalls to the existing engine house was completed. The heating was taken from the plant which had previously been installed, by connecting the ducts in the new addition to the ducts in the original engine house.

A Bowser system of oil storage consisting of thirteen tanks and self-measuring pumps was installed, to facilitate the handling of oils.

Double windows were provided for the mechanical offices.

Cables were supplied in connection with the two sixty ton electric cranes.

The addition to the freight shed under construction last year was completed.

Furniture was supplied for the new mechanical offices.

Exchequer awards for land taken for the right-of-way were paid to the Delage Estate, James Yeo, and Emile Dube.

4,502 lineal feet of track were laid in the yard.

A platform for loading car wheels was provided.

For details of machinery supplied and erected in place, see report of G. R. Joughins, Superintendent of motive power and rolling stock.

Improvements at Ste. Rosalie—

A bore hole was bored to a depth of 977 feet. A survey was made from Ste. Rosalie to the Delorme River 2¾ miles; the water was analysed and found suitable for boiler use.

To strengthen bridges—

During the year short spans were constructed by our bridge crew, and erected at the following places:—

Harbour au Bouche	1	Span.
Linwood	2	"
Antigonish	1	"
Oxford Junction	1	"
Springhill Junction	1	"
Coal Branch	1	"
Adamsville	1	"
Harcourt	1	"
Chatham Junction	1	"
Campbellton	1	"
Flat Lands	1	"

Deck plate girder spans were erected at Estey's Brook, one half mile west of Durham, and at Clearwater, east of McGivney's on the Canada Eastern Division.

Plans and specifications were prepared, tenders asked, a contract let, and the steel work delivered for a new bridge near Antigonish, which will be erected by our bridge crew early in 1911-12. A new abutment pier required in connection with this bridge was built by days' labour.

Requisitions were made for steel and cement for short spans for 1911-12. This material was delivered. The spans will be constructed and erected by our bridge crews.

Plans and specifications were prepared and submitted for approval, asking tenders for a new bridge of seven 65 ft., through plate girder spans at River du Sud, near Montmagny station.

To increase accommodation and facilities along the line—

Beau Rivage.—A new passenger station was provided.

Cap St. Ignace.—The partly built house purchased from Geo. Bernier was completed for a dwelling for the I.C.R. agent. The existing freight shed was extended, and the station building remodelled. All the work in connection with the above was done by days' labour.

Eureka.—The existing freight shed was extended.

New Glasgow.—The passenger platform was extended.

Cross Creek.—The final estimate in favour of R. L. Young for his contract for a freight shed and addition to station was paid.

Rivière du Loup.—The roadway at the rear of the station and freight shed was macadamized, and five man-holes put in to carry the surface drainage into the town sewer.

Boisdale.—A loading platform was provided.

St. John.—A cattle pen was provided.

Ste. Flavie.—A cattle pen was provided.

Chaudiere Junction.—The platform and umbrella roof in connection with the freight shed were extended.

Fencing.—1,048 rods of wire fencing were built on the Drummond Co. division and 4,530 rods on the Canada Eastern division, where fences had not been built previously.

Snow Fence.—273½ rods of portable snow fence were built between St. Joseph and St. Charles' Junction. Preliminary plans were prepared for proposed addition to the general offices at Moncton and a passenger station at Fredericton.

To increase water supply—

Cedar Hall.—The work in connection with the contract for an extension to the existing pipe-line, for the construction of a reservoir and a 50,000 gallon water tank, was completed.

Water tanks.—50,000 water tanks were provided at Rogersville, Beaver Bank, and Windsor Junction.

Water supplies.—Improvements were made to the water supplies at Harcourt, Sussex, and Little Metis.

Wells at stations.—Holes were bored at the following places:—Cross Creek, Scotsburn, Bloomfield, Penobsquis, Merigonish, St. Anacet and Cold Brook. Nauwigewauk, a gravitation supply was put in here by laying a 1-in. galvanized iron pipe from a spring 220 feet from the station.

Towards double tracking parts of the line—

Crossing gates and a gateman's tower were erected at Main Street crossing, Moncton, N.B.

A second track was laid from the switch at North Main Street crossing to the new shops, making a double track line between the old and new yards.

Settlements were made with the following parties for land taken for the right-of-way in connection with the double tracking from Moncton to Painsec Junction :—

William Hooper.
Mariner Blakney.
James W. Gardner.
Mrs. Wilhelmina Myers.

Side ladders to box cars—

For details, see report from G. R. Joughins, Supt. of motive power and rolling stock.

Pintsch gas apparatus—

A new transport tank car was provided for transporting gas from the gas plant at Moncton, to the storage tank at Halifax. The building at Halifax for storage tanks was enlarged.

The old transport car at Halifax was dismantled; two holders installed in the building for storage tanks, and connected with the existing two tanks with piping, and high pressure valves; doubling the storage capacity.

Original construction—

Under this appropriation the following accounts were paid: Thomas Gallant, $19.90 for legal services in connection with land taken from Maggie McDonald at Riverside, Inverness County, C.B., R. I. McIlraith, $324.06 for legal services in connection with Henry N. Paint's claim for land and land covered with water at Point Tupper.

McInnis, Mellish and Fulton, $5 in connection with the case the King vs. A. J. Cameron, et al. for land taken at North Sydney.

William Pero, $385.42 for land taken for the right-of-way for the extension of the line to Sydney Mines.

New machinery for locomotive and car shops—

For details of this appropriation *see* Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Improvements at Levis—

Crossing gates and a gateman's tower were erected at Ferry Street and an electric signal gong was installed at the gateman's tower.

An amount of $2,498.59 was transferred to the capital appropriation from suspense account, and was for work done by days' labour extending the concrete platform in 1909-10.

General protection of highways—

Crossing gates and a gateman's tower were erected at Victoria Street, Amherst, N.S.; electric signal gongs were installed at the following places: Truro, Debert, Glengarry, Stewiacke and McKay's. Materials were delivered for installing electric signal gongs at Drummondville, Bennett's Crossing, Ste. Flavie, Amqui, Trenton Street, New Glasgow, Little Harbour, Matapedia, Shediac, Stellarton, Cook's Brook, Campbellton, St. Romuald and Hopewell.

The final estimate in favor of General Supply Co., for electric signal gongs installed at crossings in the city of Moncton in year 1909-10 was paid.

To exchange draw bars on freight cars:—

For details of this appropriation *see* Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Air breaks to freight cars:—

For details of this appropriation *see* Report of G. R. Joughins, Superintendent of motive power and rolling stock.

Engine House, &c., Chaudiere Junction:—

Some grading was done, and 3,624 lineal feet of track laid in the yard. A compound duplex fire pump was provided.

Governor General's warrant, buildings and property at Campbellton:—

A new brick engine house was erected, this building contains 28 stalls, two of which are taken up for a machine shop, stores and office for the master mechanic. The power house is connected with the engine house. This building is 50 x 40 feet part of which is used as a boiler and coal room, the remainder containing the fire pump, and washout pump, and boiler-feed pump, air-compressor, dynamo with direct-connected engine, and switch-board.

A brick chimney 100 feet high by 54 inches square inside was built in the power house.

A 75-foot through plate girder turntable was installed. This is operated by a motor run by compressed air.

A 50,000 gallon tank and large ash-pit was also constructed.

On account of the location of the new buildings it was necessary to extend the water mains for a considerable distance.

Plans and specifications for the new station and rest-room for the enginemen were prepared.

I have the honour to be, Sir,

Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Assistant Chairman, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

MONCTON, N.B., May 15, 1911.

To The Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the Maintenance of Way and Structures Department for the year ending March 31, 1911.

TRACK.

During the year 88·34 miles of 4″, 4½″, 5″ and 6″ rails were taken up and replaced with 4½″ and 5″ rails.

TIES.

During the year 631,490 ordinary ties and 338 sets of switch ties were put in track.

BALLASTING.

During the year 132·72 miles of track was ballasted, using 149,275 cubic yards of gravel and ashes.

SWITCHES AND SEMAPHORES.

New semaphores were erected at the following stations :—

Stations.	Stations.
Rivière du Loup	1
New Mills	1
Beaver Brook	1
Jacquet River	1

120 new switches were installed during the year.

New telegraph signals were provided at the following stations:—

Campbellton	1
Sacre Coeur	1

Necessary repairs were made to all semaphores, switches and telegraph signals on the system.

SIDINGS.

During the year 3·95 miles of additional siding accommodation has been provided at the different stations on the System.

FENCES BUILT BY OUR OWN MEN.

During the year 27·82 miles of woven wire fence was built at different points on the System, by our own men.

Necessary repairs were made to fences on the System during the year.

SNOW FENCE.

There was built during the year 215 rods of snow fence 8 feet high.

Necessary repairs were made to snow sheds and fences where required.

WHARVES AND TRESTLES.

Necessary repairs were made to the following wharves and trestles during the year.

St. John, long wharf.
St John, ballast wharf.
Point du Chene, wharf.
Dorchester, wharf.
Sackville, wharf
Amherst, wharf.
Halifax, pier No. 1.
Halifax, pier No. 2.
Halifax, pier No. 3.
Halifax, pier No. 4.
Halifax, pier No. 5.
Halifax, coal trestle D.W.T.
Halifax, Cunard wharf.
Richmond, pier No. 6.
Richmond, pier No. 7.
Richmond, pier No. 8.
Springhill Junction, coal trestle.
North Sydney, wharf.
Richmond, coal trestle.
Point Tupper, wharf.
Mulgrave, wharf.
Pictou Landing, wharf.
Pictou, wharf.
Loggieville, wharf.
Gibson, wharf.
Newcastle, coal trestle.
Ottawa Brook, trestle.
Mill Brook, trestle.
Tobin Branch, trestle.
Princess Pier, wharf.
Riviere du Loup (Branch), wharf.
Moncton, wharf.

BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired.

Location.	Bridge or Culvert.
Aston Jct. (west of), culvert.	Lowdens Brook, culvert.
Antigonish (¼mile west of), bridge.	Murphy's (¼ mile west Antigonish).
Blackville, bridge.	Memramcook, culvert.
Bathurst, culvert.	Maccan, culvert.
Boiestown, culvert.	Maccan, bridge.
Belmont, culvert.	Montmagny, 4 culverts.
Blissfield, culvert.	Milners (west of Moncton), bridge.
Black River, bridge.	Merigomish, culvert.
Bayfield, culvert.	Nicolet (west of), culvert.
Boundary Creek, culvert.	Nappan, culvert.
Bedford, bridge.	New Glasgow (1 mile east), culvert.
Cross Creek, bridge.	New Glasgow (¾ mile east), culvert.
Cross Creek, culvert.	Painsec jct., culvert.
Clearwater, culvert.	Pomquit, bridge.
Calhouns, culvert.	Pictou Landing, culvert.
College Bridge, culvert.	Penobsquis (west of), culvert.
Calhouns, Aboideau.	Richmond, culvert.
Crowsens, Aboideau.	Riv. du Loup, culvert.
Cap St. Ignace, culvert.	Riv. du Loup, (branch), bridge.
Chaudiere Junction, culvert.	Old Lake Road, culvert.
Daveluyville (east of), culvert	St. John, culvert.
Daveluyville, bridge.	Shediac (west of), culvert.
Dunsinane, culvert.	Shediac (east of), culvert.
Delotbiniere, culvert.	St. Eloi, culvert.
Dessaint, culvert.	St. Eloi, Barlows bridge.
Durham, culvert.	St. Jean Port Joli, culvert.
Debert, bridge.	St. Michel, culvert.
Dowlings Gulch, culvert.	St. Charles, jct., culvert.
Fredericton, bridge.	St. Henri, bridge.
Folleigh, culvert.	St. Nicholas (west of), bridge.
Gibson, culvert.	St. Nicholas (east of), bridge.
Gillis Cove, culvert.	St. Apollinaire (west of), bridge.
Grand Narrows, bridge.	St. Henri jct., culvert.
Hadlow, Bennett's Bridge.	St. Jean Chrysostome, culvert.
Hariaka Junction, culvert.	St. Apollinaire (west of), culvert.
James River, culvert.	Sutherland River, bridge.
Keenans Brook, bridge.	Spring Hill jct., culvert.
Kent Junction, culvert.	Sydney, culvert.
Lyons Brook, bridge.	Truro (west of), culvert.
Little River, bridge.	Tracadie (2 miles west), culvert.
Levis (¼ mile west), culvert.	Trenton, culvert.
Lavergne (west of), culvert.	Upper Dorchester, culvert.
Laurier (west of), bridge.	Williams Point, culvert.
Londonderry, culvert.	West Merigomish (½ mile east), bridge.

OVERHEAD BRIDGES.

The following overhead bridges were repaired during the year :—

Lakeside, overhead bridge.	Wallace, overhead bridge.
Nappan, overhead bridge	Humphreys, overhead bridge.
Brookville, overhead bridge.	

BUILDINGS AND PLATFORMS.

Necessary repairs were made to stations, dwellings and outbuildings on the System during the year at the following places :—

Location.	Location.
Aston jct.	McKinnons Brook.
Amqui.	McIntyres Lake.
Adamsville.	Meadowville.
Acadieville.	Maccan.

Apohaqui.
Anagance.
Athol.
Aulac.
Amherst.
Avondale.
Alton.
Afton.
Antigonish.
Bagot.
Bic.
Beaurivage.
Blacklands.
Belledune.
Beaver Brook.
Bartibogue.
Bathurst.
Barnaby River.
Belmont.
Blackville.
Boiestown.
Bloomfield.
Big Beach.
Boisdale.
Berrys Mills.
Barrochois.
Browns Point.
Carmel.
Chaudiere.
Chaudiere Cure.
Chaudiere Jct.
Merigomsh.
Chaudiere Jct.
Cacouna.
Campbellton.
Causapscal.
Charlo.
Chatham Jct.
Chatham.
Coal Branch.
Cross Creek.
Coal Brook.
College.
Calhouns.
Conns Mills.
Drummondville.
Daveluyville.
Delotbiniere.
Dessaint.
Dickies.
Dunsinane.
Dorchester.
Denmark.
Debert.
Dartmouth.
East Mines.
Elmsdale.
Eureka.
Elgin Road.
Folleigh.
Fairvale.
Fredericton.
Gibson.
Gloucester Jct.
Greenville.
Glengarry.
Dalhousie Jct.
Dalhousie.
Derby Jct.
Doaktown.
New Mills.
New Castle.
Norton.
Nicolet.
Nappan.
New Glasgow.
North Sydney.
Old Lake Road.
Onslow.
Orongedale.
Oxford.
Oxford Jct.
Pictou.
Petit Rocher.
Pugwash.
Pugwash Jct.
Pt. Tupper.
Piedmont.
Pictou Landing.
Painsec Jct.
Petitcodiac.
Penobsquis.
Pt. du Chene.
Plumsweep.
Riviere Ouelle.
Riv. Ouelle Jct.
Riv. du Loup.
Rimouski.
Richardville.
Rogersville.
Rothesay.
Red Pine.
Riverside.
River Philip.
Indiantown.
Iona.
Jacquet River.
James River.
Richmond.
River Dennys.
St. Rosalie.
St. Germain.
St. Eugene.
St. Apollinaire.
St. Cyrille.
St. Winceslas.
St. Leonard.
St. Nicholas.
St. Joseph.
St. Charles Jct.
St. Pierre.
St. Jean Chrysostome.
St. Pacome.
St. Romauld.
St. Louis.
St. Valier.
St. Henri.
St. Arsene.
Ste. Flavie.
St. Fabien.
St. Simon.
St. Eloi.

Grand Narrows.
Georges River.
Harbour Bouchie.
Heatheron
Halifax.
Hopewell, Hilden.
Harcourt.
Hodgins.
Harlaka Jct.
Isle Verte
Boundary Creek.
Brookville.
Bedford.
Bayfield Road.
Jubilee.
Kent Jct.
Kinsac.
Laurier.
L'Islet.
Lavergne.
Little Metis.
Levis.
Lemieux.
Loggieville.
Londonderry.
Lenwood.
Leitches Creek.
Lyons Brook.
Lock Broom.
Mitchell.
Moffats.
Millstream.
Matapedia.
Millerton.
Murdock.
Moncton.
McGivneys.
Model Farm.
Memramcook.
McKays.
Rimouski.
St. Phil. de Neri.
St. Alexandre.
St. Paschal.
St. Andre.
St. Octave.
St. Alexis.
St. John.
Mulgrave.
Mines Road.
Milford.
Sackville.
Sydney.
Sylvester.
Torryburn.
Tracadie.
Upper Dorchester.
Wilson.
West Merigomish.
Wentworth.
Renforth.
Riversdale.
River John.
Stellarton.
Sydney Mines.
Salisbury.
Thompson.
Trenton.
Villeroy.
Wallace.
Wellington.
Sussex.
Spring Hill Jct.
Shubenacadie.
South River.
Scotsburn.
Trois Pistoles.
Truro.
Tatamagouche.
Westville.
West Bay Road.
Windsor Jct.

During the year necessary repairs were made to all outbuildings such as W.C., Hand Car Houses, Coal Houses, Tanks, &c.

Necessary repairs were made to the following buildings, &c., during the year at St. John:—

Sheds Nos. 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 13.
Grain elevator.
Train shed.
Coachman's house.
Gateman's shanty.
Yard office.
Station.
I.C.R. dwellings.
Car inspector's shanty.
Round house.
Freight shed.

The following buildings at Richmond and Halifax, repaired:—

Cattle shed.
North Street Station.
North Street train shed.
Sheds Nos. 1, 2, 3, 4 and 8.
Richmond station.
House on Cunard property.
Shops at Willow Park.
Mechanical repair shops, North st.
Brick freight shed.
Postal building
D. A. R. freight shed.
Express building.
Sydney.
Track scales, D. W. T.
Kempt road buildings.
Milkman's shelter.
City ticket office on Hollis st.
Immigration building.
Blacksmith shop, D. W. T.
Switch house.
Loading platform, D. W. T.
Car cleaner's building.
Coal shed, Richmond.
I. C. R. house No. 218 Campbell's road.

The following buildings at Moncton were repaired during the year:—

Station.
Coal plant.
Government cottage (occupied by Mr. Pottinger).
Government cottage (occupied by Mr. Tiffin).
Electric light plant.
New shops.
General offices.
Government cottages (on Main st. and Bridge st).
Old shops.
Freight shed.
Transfer shed.
Cattle shed.
Station platform.
Yard office.
Ice house.
Track blacksmith shop.
Car mileage office.
Engine house.
Electrician's office.
Track scales.
Car shop platform.

Round Houses and Shops were repaired during the year at the following places:—

Drummondville.
Campbellton.
Pt. du Chene.
Oxford Jct.
Truro.
Pictou.
Pirate Harbour.
Sussex.
Gibson.
Nicolet.
Dalhousie.
St. John.
North Sydney.
Riv. du Loup.
St. Rosalie.
Richmond.
Blackville.
Chaudiere Jct.
New Castle.
Dartmouth.
Pt. Tupper.
Spring Hill Jct.
Stellarton.
Ste. Flavie.
Loggieville.
Amhurst.

Necessary repairs were made to the following station loading platform during the year:

Aston Jct.
Amqui.
Adamsville.
Apohaqui.
Anagance.
Amherst.
Afton.
Browns Point.
Bedford.
Big Beach.
Boisdale.
Barrachois.
Bayfield Road.
Belmont.
Boundary Creek.
Brookfield.
Brockville.
Blackville.
Baraby River.
Bathurst.
Bartibogue.
Belledune.
Beau Rivage.
Berry's Mills.
Chaudiere Curve.
Chaudiere Jct.
Campbellton.
Charlo.
Carmel.
Canaan.
Cross Creek.
Chaudiere.
Coal Branch.
College Bridge.
Calhouns.
Mulgrave.
Merigomish.
Mines Road.
Maccan.
McIntyre's Lake.
McKinnons' Brook.
Meadowville.
Matapedia.
Millerton.
Nappan.
Norton.
New Castle.
New Mills.
North Sydney.
New Glasgow.
Old Lake Road.
Orangedale.
Onslow.
Oxford.
Oxford Jct.
Penobsquis.
Petitcodiac.
Pointe du Chene.
Plumweseep.
Piedmont.
Pictou Landing.
Point Tupper.
Pictou.
Pugwash.
Pugwash Jct.
Point Levis.
River John.
Renforth.
Rothesay.
Rogersville.

Conns Mills.
Coles Island.
Dunsinane.
Doaktown.
Derby Jct.
Dickies.
Dalhousie.
Dalhousie Jct.
Dessaint.
Daveluyville.
Drummondville.
Debert.
East Mines.
Eureka.
Elmsdale.
Elgin Road.
Ferguson.
Folleigh.
Fort Lawerance.
Fairvale.
Gloucester Jct.
Greenville.
Glengarry.
Grand Narrows.
Georges' River.
Heatherton.
Halifax.
Hildon.
Hodgins.
Harbour Bouchie.
Harlaka Jct.
Isle Verte.
Indiantown.
Iona.
James River.
Jacquet River.
Jubilee.
Kent Junction.
Kinsac.
Lyons Brook.
Lock Broom.
Leitches Creek.
Lenwood.
Londonderry.
Little Metis.
L'islet.
Levis.
Laurier.
Lemieux.
Mitchell.
Millstream.
Moffats.
Murdock.
Moncton.
Model Farm.
Memramcook.
McKays.
Milford.
Milford.
Red Pine.
Richardville.
Rimouski.
Riviere du Loup.
Riviere Ouelle.
Ste. Rosalie.
St. Germain.
St. Eugene.
St. Apollinaire.
St. Leonard.
St. Cyrille.
St. Nicholas.
St. Winceslas.
St. Joseph.
St. Charles Jct.
St. Pierre.
St. Jean Chrysostome.
St. Pacome.
St. Romuald.
St. Louis.
St. Valier.
St. Henri.
St. Anne.
St. Arsene.
Ste. Flavie.
St. Luc.
St. Fabien.
St. Simon.
St. Eloi.
St. Philip de Neri.
St. Alexandre.
St. Paschal.
St. Octave.
St. John.
St. Anaclet.
Stellarton.
South River.
Sussex.
Sydney.
Sylvester.
Sackville.
Scotsburn.
Spring Hill Jct.
Tracadia.
Truro.
Thomson.
Trenton.
Torryburn.
Trois Pistoles.
Upper Dorchester.
Villeroy.
Windsor Junction.
Wellington.
Waverly.
West Bay Road.
Wilsons.
Westville.
Wallace.

During the year new buildings were erected at the following places:—

L'Islet, new tool house.
Levis, switchman's shanty.
Bic, watchman's shanty.
Bic, tool house.
Campbellton, tool house.
Moncton, switchman's shanty.
St. John, police building.
Mulgrave, ice house.
Campbellton, ice house.
Riviere du Loup, ice house.
Calhouns, station.

During the year 'New Track Scales' were put in at the following places:—Truro, Stellerton, Newcastle.

The Road and Structures have been kept in good repairs and Road is in as good condition as ever before.

I am,

Yours faithfully,

T. C. BURPEE.

Engineer of Maintenance Office,
Moncton, N.B.
May 15th 1911.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF SUPERINTENDENT MOTIVE POWER AND ROLLING STOCK,

MONCTON, N.B., June 21, 1911.

SIR,—I have the honour to submit herewith the annual report of the operations of the motive power and rolling stock department for the year ending March 31, 1911.

I might add that the general condition of the rolling stock is good, with the exception of the cars and locomotives condemned as shown in the attached report.

I have the honour to be, sir,

Your obedient servant,

G. R. JOUGHINS,
Superintendent of Motive Power.

D. POTTINGER, Esq., I.S.O.,
Assistant Chairman, Government Railways Managing Board,
Moncton, N.B.

INTERCOLONIAL RAILWAY OF CANADA.

OFFICE OF THE MECHANICAL ASSISTANT,

Moncton, N.B., June 20, 1911.

SIR,—I beg to submit herewith [illegible] report of the operations of the mechanical department for the fiscal year [illegible] 1911, as follows:—

A.—Statement showing the number [illegible] and the different classes of other rolling stock on the line.

B—Statement showing the mileage made and the coal, oil, grease and waste consumed by locomotives.

Also a summary of the principal work [illegible] locomotive and car shops at Moncton, Halifax and Rivière du Loup.

During the year the following rolling stock was purchased on renewals account (revenue):—

10 Locomotives, freight, consolidation type.
1 Locomotives, passenger, pacific type.
5 First class passenger cars.
3 Postal cars.
2 Baggage cars.
3 Colonist cars.

9 of the 10 consolidation locomotives replaced 26 old small type locomotives; 17 of the latter being taken off the register, thus reducing the total number of locomotives owned from 414 to 397. The total tractive power of the 9 modern locomotives exceed the 26, however, by 35,976 pounds.

The following cars were rebuilt in Moncton shops on renewals account (revenue) to replace the same number condemned:—

First class car No. 15, being rebuilt from old sleeping car Gaspe.
6 Vans.
4 Stock cars.
4 Platform cars, 1 diamond flanger rebuilt from platform.

Orders were placed in our shops at Moncton for the rebuilding of the following cars on renewals account (revenue) and the work has been commenced:—

1 Refrigerator car.
50 Box cars, 60,000 lbs. capacity.
10 Vans.
36 Platform cars, 80,000 lbs. capacity.
3 Colonist cars.
1 Official car No. 75, destroyed in the fire in 1906.

The fitting of side ladders to box cars was completed this year.

168 freight cars and vans, 1 plough and 2 auxiliary cars were fitted with air brakes, and 12 freight cars were fitted with the straight air.

In the fire which almost totally destroyed the town of Campbellton in July last the following loss and damage was sustained by this department: The round house with the machinery and tools and store stock was completely destroyed; seven locomotives were badly damaged; four freight cars, one hart convertible dump car and one flanger were destroyed; the water tank, 250 tons of coal and 60 cords of kindling wood were also destroyed.

A new 28 stall engine house has been built to replace the smaller one destroyed, which has been fully equipped with machinery and tools and which is now being occupied by our locomotives.

I have the honour to be, sir,

Your obedient servant,

J. J. WALKER,
Mechanical Accountant.

G. R. Joughins, Esq.
Superintendent of Motive Power, I. C. R.,
Moncton, N.B.

INTERCOLONIAL RAILWAY.

STATEMENT showing the number of Locomotives and the different classes of other Rolling Stock on the line on March 31, 1910, and March 31, 1911.

—	Locomotives.	1st Class Sleeping Cars.	2nd Class Sleeping Cars.	Parlor Cars.	Dining Cars.	1st Class Passenger Cars.	2nd Class Passenger Cars.	Postal Cars.	Baggage Cars.	Box Baggage Cars.	Air Brake Instruction Car.	Steam Motor Cars.	Box Cars.	Refrigerator Cars.	Platform Cars.	Pulpwood Cars.	Oil Tank Cars.	Hopper Cars.	Gondola Cars.	20 Ton Coal Cars.	Steel Side Dump Cars.	Stock Cars.	Convertible Dump Cars.	Auxiliary Cars.	Vans.	Stoves Supply Car.	Pintsch Gas Car.	Total Cars.	Common Snow Ploughs.	Wing Ploughs.	Rotary Steam Ploughs.	Double Track Ploughs.	Double End Ploughs.	Flangers.	Total Ploughs and Flangers.	Steam Cranes.	Ballast Plough Cars.	Well Boring Car.
On hand serviceable and repairing on March 31, 1910.	403	40	47	9	12	127	93	32	64	6	1	4	6798	143	3000	52	40	997	10	439	130	144	200	23	114	..	..	12525	52	20	2	2	1	40	117	15	2	1
To be replaced on March 31, 1910.	11	1	3	..	..	8	6	2	1	..	..	..	297	1	58	..	..	49	7	3	....	4	....	..	5	..	..	445	1	..	..	..	..	..	1	..	..	..
Total equipment on Mar. 31, '10.	414	41	50	9	12	135	99	34	65	6	1	4	7095	144	3058	52	40	1046	17	442	130	148	200	23	119	..	..	12970	53	20	2	2	1	40	118	15	2	1
Purchased during year on capital account, nil.																																						
Built in the shops at Moncton on capital account	....	..	..	..	..	....	..	..	..	..	..	..	....	....	....	..	..	....	..	....	....	....	....	..	....	1	1	2	..	..	..	..	..	....	....	..	..	..
Purchased during the year on renewals account (Revenue)	....	..	..	..	..	....	..	..	1	..	..	..	....	....	....	..	..	....	.	....	...	....	..	..	....	..	..	1	..	..	..	..	..	....	....	..	..	..
Changed in the shops from platform to flanger	....	..	..	..	..	..	..	..	..	..	..	..	....	....	1	..	..	....	..	....	....	....	....	..	....	..	..	1	..	..	..	..	..	1	1	..	..	..
Deduct 17 old small type locomotives, as explained below	17	..	..	..	..	....	..	..	..	..	..	..	....	....	....	..	..	....	..	....	....	....	....	..	....	..	..	.....	..	..	..	..	..	....	....	..	..	..
Total equipment on Mar. 31, '11.	397	41	50	9	12	135	99	34	66	6	1	4	7095	144	3057	52	40	1046	17	442	130	148	200	23	119	1	1	12972	53	20	2	2	1	41	119	15	2	1
To be replaced on March 31, 1910, as above	11	1	3	..	..	8	6	2	1	..	..	..	297	1	58	..	..	49	7	3	....	4	....	..	5	..	..	445	1	..	..	..	..	..	1	..	..	..
Condemned and destroyed during the year	18	1	1	..	..	1	3	1	..	..	..	..	162	1	89	2	..	158	5	12	...	2	1	..	13	..	..	452	..	..	..	..	..	1	1	..	..	..
Total condemned and destroyed.	29	2	4	..	..	9	9	3	1	..	..	..	459	2	147	2	..	20	71	2 15	....	6	1	..	18	..	.	897	1	..	....	..	1	2	..	..	..	..
Replaced during the year on renewals account (Revenue):—																																						

| | | |

The following is a report of the work done in the locomotive department at Moncton during the year:—

Erecting shop—

29 locomotives were partly rebuilt.
57 locomotives received general repairs.
32 locomotives received light repairs.
18 locomotives received heavy repairs.
7 locomotives were converted from compound to simple cylinder.

Boiler shop—

23,276 tubes were applied.
58 side sheets were made.
37 tube sheets were made.
14 door sheets were made.
60 fire boxes were patched.
23,676 tubes were pieced.
94 boilers were tested.
242 smoke stacks were made.
8 ashpans were made and 96 rebuilt.
70 front ends were made.
27,813 stay bolts were applied.
110 tender trucks were repaired.
76 tender frames were repaired.
8 water and oil tanks were built.
30 coal buckets were built and 28 repaired.
11 tenders were rebuilt.
27 long stacks were built.
30 ash pan slides were made.
12 shovelling plates were made.
11 Water service boilers were repaired, retubed and tested.
3 ash pan doors were made.
1,350 wheels were rivetted.
48 tender bolsters were repaired.
14 drop stacks were made.
21 foot plates were made.
23,000 copper ferrules were made.
5 locomotive cabs were repaired.
1 heating boiler was repaired, tubed and tested.
31 plates were cut and punched for S.S. Scotia.
9 tender bolsters were made.
15 ash buckets were made.
4 steel cradles were made.
8 petitcoats were made.
100 scrapers were made.
1 bucket was made for steam shovel.
23,700 tubes were cleaned.

Blacksmith shop—

2,018,986 lbs. iron forgings were made including 906,560 lbs. bolts.
776,279 lbs. steel forgings were made.
144 161 nuts were made.

Brass turning shop—

Pattern shop—

The following patterns were made and repaired:—

353 for cast iron were made and 70 were repaired.
56 for cast steel were made and 145 were repaired.
295 brass castings made and 44 were repaired.
64 for malleable castings made and 53 were repaired.

Brass foundry—

The following was the output of this shop:—

379,129 lbs. bearings.
49,840 lbs. brass castings.
34,286 lbs. antimonial lead.
34,287 lbs. babbitt.
450 lbs. metallic packing.
200 air gauges, 212 air hammers and 72 air pumps were repaired.
39 burnside lubricators were remodelled.
379 beading tools were repaired.
1,200 beading tools were made.
100 brake cams were made.
300 brake cam nuts and 150 screws were made.
264 bell ringers were made.
64 blow off cocks were made.
500 cylinder cocks were made
236 sets dies were made.
78 fire hose couplings were made.
450 engine brasses were made.
600 flag staffs were made.
94 bottle jacks were repaired.
60 gauge glass cocks were made.
318 hydraulic jacks were repaired.
247 heater regulators were repaired.
74 injectors were repaired.
84 injector check valves were made.
213 Nathan lubricators were repaired.
2,350 oil cups were made.
50 piston oil cups were made.
174 pump governors were repaired.
482 reamers were made.
84 steam chest release valves and nipples were made.
108 small tender cocks were made.
200 steam gauges were repaired.
149 tender cocks were made.
290 taps were made.
110 try cocks were made.
224 tube cutters were made.
285 wheel defect gauges were made.
8 starting valves were made.
400 cylinder cock valves were made.
300 sets valve steam packing were made.

In addition to the above a large number of heater regulators, pump governors, brake cylinders, lubricators, air cylinders, engine valves and boiler mountings were overhauled, repaired and renewed on engines.

Tin and Copper shop—

18,858 W. A. B. Hose couplings were fitted to new hose.
5,513 Signal and steam couplings were fitted to new hose.
20,467 Bushes were lined.
59 tanks were repaired for passenger cars.
32 tank pipes were made.
689 switchlamps were repaired and painted.
246 tail lamps and 138 signal lamps were repaired and painted.
2 oil tanks were made and 9 repaired.
299 oilers and oil tanks were repaired.
275 headlights were repaired.
33 valve oil pots were made.
7 water crane pipes were made and 10 repaired.
2,812 sets metallic packing and 2,434 sets valve stem packing were made.
114 steam gauge lamps were repaired.
15 hand lamps were made.
167 water cans were repaired.
234 lubricator plates were made.
99 stacks were made.
21 coal boxes were made.
29 water tanks were made for cars.
28 joints galvanized pipe and 4 elbows were made.
2 snow melters were made.
13 ventilators were made.
12 stove bases were made.
9 copper boilers were made.
6 sinks were made.
70 headlight reflectors were repaired.
6 ice boxes and 8 drip pans were made.
200 gauge glass shields were made.
1,800 tin oil cup covers were made.

Three large casings were made for stoves at Hampton and pipes were also made for the furnace.

The roof gutters at Sackville station were repaired.

Four water closets, with all necessary connections, were installed in the government cottages at the North Crossing Moncton.

The closets in the freight shed at Moncton were changed.

Five water closets and five sinks were installed complete at Campbellton.

The heating system at the old and new shops at Moncton was repaired.

All the stoves between St. John and Point du Chêne were cleaned, repaired and set up for winter, and all pipe repaired.

Extensive repairs were made to the plumbing at 14 stations along the line and also at the offices and shops at Moncton.

124 tenders were equipped with train line pipes for signal, air and steam, and all water pipes were overhauled and repaired.

Repairs were made to copper pipes, pumps, heater and blower pipes, copper piping on locomotives, also repairs to all iron and air pipes, &c., and lagging removed, repaired and replaced on 132 locomotives.

Repairs were made to wash basins, taps, water closets, lamps, piping, brasswork, &c., on 307 passenger cars in the car shop.

The stoves, pipes, shields, &c., were repaired in 23 vans and 2 flangers.

The rest cars at Campbellton and Springhill Junction were equipped with stoves, pipes, &c.

All the stoves and pipes were repaired, cleaned and put up in the different stations between Moncton and Campbellton, Loggieville and Fredericton, Indiantown and Dalhousie branches, Moncton and Halifax and the Dartmouth branch.

Tender shop—

49 pilots and 2 cabs were made, and 120 cabs were repaired.
43 tender tanks received general and 19 heavy repairs
1 tender was lengthened, 78 repaired and 1 built.
213 cab curtains and 265 cushions were made.
416 seats were made.
118 headlight stands were made.
179 sashes were made and 250 were repaired.
152 running boards were made.
54 locomotive boilers were hooped.
50 brake beams were made.
32 benches and horses were made.
73 boxes were made and 114 were repaired.
11 wheelbarrows were made and 59 were repaired.
2 trolleys and 3 trucks were made.
565 hammer handles, 1,900 sledge handles and 52 monkey wrench handles were made.
12 tender frames were made.
8 side sills were made.
200 pump lagging were made.
2 tender outfit boxes were made and 6 were repaired.
4 tender truck bolsters were made.
112 flanging malls were made.
6 ladders were made and 5 were repaired.
12 coal buckets were rebuilt.
46 cab doors were made.
10 quadrants were made.
16 back boards were made.

Motion shop—

170 big end brasses wrere made, planed and fitted.
117 big end bolts were made and 222 were fitted to rods.
257 side rod bushes were bored out and 141 were applied.
325 small end brasses were planed and fitted.
18 crank pin caps were made.
39 guide gland bushes were made and fitted.
116 crank pin washers were turned up.
68 big end keys were machined and fitted.
52 crosshead pins and washers were turned up.
163 knuckle joint bushes were made and fitted and 74 were cut out.
8 valve stem bushes were made and fitted and 108 were repaired.
194 big end liners were made.
358 driving boxes were bored and 302 were planed.
223 driving brasses were applied.
84 driving boxes were made, 85 were repaired, and 546 were fitted to journals.
272 driving box brasses were fitted and lined and 207 were relined.
80 main rod brasses were refitted and 88 were planed and fitted.
375 main rod bolts and 41 main rod brasses were made.
36 side rod nuts were made.
32 main rod straps were made and applied.

122 main rod keys were made and applied, and 217 were repaired.
269 knuckle joint nuts were made, bored and fitted.
312 knuckle joint pins and washers were made.
78 main rod keys were made and fitted to rods.
380 eccentric straps and pulleys were repaired, and 238 fitted to pulleys.
394 eccentric rod and pins were made and repaired.
11 eccentric pulleys were made.
3 engines counterbalanced.
41 Elvin automatic grease lubricators were applied.
5 piston rods were made and 86 were fitted to crossheads.
44 reversing lever pawls were made and 34 were repaired.
20 valve rod blocks were made.
1 boring bar was made.
60 valves were fitted.
36 transmission bars were repaired and refitted.
391 strips valve packing were made.
4 piston rod keys were made.
6 reversing lever boxes were bored out.
1 crosshead block and 108 pins were made.
103 crossheads were rebabbitted and planed.
42 crosshead nuts were made.
79 keys were fitted to crossheads.
7 crosshead pins were made and 73 were trued up.
21 crank pin caps were made and fitted.
451 cheek plates were made and 233 were fitted.
90 side rods were repaired.
23 main rod brasses were bored out.
400 side rod brasses were machined and fitted.
12 throttle valve spindles were repaired and applied.
13 valves and 58 valve stems were made.
52 yokes were made and 10 valve yokes were trued up.
104 side bushes were bored and fitted to rods.
3 front centre castings were bored.
180 eccentric feathers and 33 keys were made.
4 guide block bushes were made and fitted.
18 side rod brasses were repaired.
255 spring guards were made and applied.
8 crosshead jibs were made and fitted.
75 crank pin nuts were made.
8 piston rods were repaired.
36 equalizing bars and 36 pins and bushes were made.
29 crossheads were slotted.
60 valve rod keys were made.
50 driving wheels were repaired.
4 valve heads were made.
16 eccentric straps were made.
1 piston rod was made.
12 driving box liners were made.
2 reversing shaft boxes were made.
13 throttle gland bushes were made.
118 reverse shaft bushes were made and fitted.
21 cheek plates were fitted and rivetted to hub.
127 knuckle bushes were bored and fitted.
45 big end brasses were bored out.

91 reverse box shafts were fitted.
34 reverse shaft bushes were made and 131 journals were trued and turned.
18 crank pins were made.
31 eccentric rod jaws were made.
158 knuckle joint nuts were reamed, tapped and faced.
25 rocker arms were made and fitted.
219 links and blocks were repaired and refitted.
82 valve rods were repaired.
60 rocker arms were fitted and 31 trued up.
130 rocker box bushes were machined and fitted.
20 piston valves were repaired.
165 slide valves were faced.
51 valves were repaired and packed.
6 link blocks were made.
161 reverse levers were repaired and fitted.
89 reach rods were repaired and fitted.
127 throttle levers were repaired.
27 throttle glands were machined and bushed.
58 reverse lever bearings were repaired.

Machine shop—

360 journals trued up and hubs faced.
240 crossheads replaned.
60 cylinder heads were made.
160 piston rods were turned and 40 were made.
179 piston heads were made.
11 cylinder and half saddles were fitted.
10 engine truck centre castings were fitted.
480 guide bars were trued up.
960 driving wedges were made.
240 guide blocks were made.
6 locomotive frames were machined.
170 whistles and 320 pop valves were repaired.
40 steam chests and 15 steam chest covers were made.
40 gas retorts were made.
24 cylinder bushes were bored and fitted.
8 foot plates were made.
10 centre pin guides were made.
36 engine truck boxes were made.
960 wedges replaned.
800 steel wheels bored out.
26 driving axles applied and 34 bored out.
248 driving tires applied and 818 turned off.
1,022 tender tires were turned off
7,083 new chilled wheels were bored and pressed on axles.
3,918 second hand chilled wheels were bored and pressed on axles.
1,028 new axles were turned and applied.
12,136 wheels were pressed off axles.
4,496 car tires were turned off and 1,383 were bored and fitted.
546 engine truck tires were turned off and 273 were bored and fitted.
75 smoke box doors and rings were made.
19 crank pins were made.
11 crossheads were made.
6,000 patch bolts were made.

900,000 bolts were threaded.
270,550 lbs. nuts were tapped.
63,500 stay bolts were threaded.
48 engine truck wheels were applied.
2 safety valve domes were made.
2 pedestals were made.
8 motor car tires were turned off.
26 trailer truck tires were turned.
23 new tender axles were applied.
7 new car axles and 29 new engine truck axles were applied (Mulley).
49 tender axles were re-applied.
200 tube plugs were made.
88,000 nuts were faced.
400 wedge bolts were made.
3,000 W. A. B. pins and 1,000 bolts were made.
4,000 cylinder studs were made.
800 rings piston packing were made.
10,481 engine studs were made.
17,700 bolts were made.
1,900 stay bolts were made.
1 steel sleeve was made for S. S. Scotia.
2 shafts were made for S. S. Scotia.
9 Knowles pumps were repaired.
Extensive repairs were made to the electric light plant at St. John.

The following special work was done:—

Steam traps were repaired in the power house.
The shafting timbers in the planing mill, brass room and bolt room were all re-tightened.
One crane was built and installed over boring mill.
Repairs were made to the motor and driving gear on the wheel press.
One hot air hoist was repaired.
The tubes in the 500 H.P. boiler were examined and partly renewed.
Caps were taken off 50 tubes and the tubes bored out for the 250 H.P. boilers.
The boilers in the power house were tested.
The stores elevator was caged in and repairs were made to the lifting gears.
The gear was changed in the electric crane in the erecting shop.
The gas furnace in the boiler shop was changed to allow for more gas.
Motor was changed on the line shaft in the planing mill.
Sheaves on boiler were taken down and planed to allow the plate to clear.
Repairs were made to the press in smith shop.
Drivers on large lathe in the pattern makers shop were taken off and new drivers applied in place.
Two sets of parts for stoker were made and applied.
Repairs were made to the feed water pump.
Extensive repairs were made to yard crane No. 15.
New steps were constructed to office building.
A new power line was run through ducts from power house to blacksmith shop.
The night lighting system was installed.
Four concrete foundations were installed in the car shop for jacking up cars.
805 feet of pipe covering was applied.
48 Pyle national headlights were repaired.
100 armatures were repaired and rewound.
12 locomotive cabs were wired for lights.

10 motors were installed and 6 repaired.
200 electric lights were renewed.
400 cords shortened and lamps replaced with tungsten lamps in shops.
250 controllers were repaired.
7 travelling cranes were repaired.
35 cooper hewitt tubes were replaced and 16 lamps installed.
2 large gas engines were repaired.

Three counters for stores, 10 feet of shafting, 20 compressed air signal distributing boxes, 9 sashes for shop foreman's office, 90 drawers for work benches, 17 countershaft supports, 12 wood split pulleys, 2 jib cranes from old shops were altered and sent, 1 bracket for the 60 ton crane locomotive rear end sling, 3 large racks 22 feet long 4 feet wide and 10 feet high with a large number of pigeon holes of various sizes.

Car shops—

The following cars were built:—

1 stores supply car.
1 pintsch gas car.

The following cars were rebuilt:—

6 vans.
1 flanger.
4 platform cars.
1 first-class car.
4 stock cars.

The following rolling stock received general repairs:—

7 sleeping cars.
8 first-class cars.
2 official cars.
6 baggage cars.
187 freight cars.
5 flangers.
2 dining cars.
9 second-class cars.
6 postal cars.
51 vans.
11 snowploughs.

The following cars receved light repairs:—

25 sleeping cars.
1 parlor.
53 colonist.
17 postal.
13,212 freight.
2 motor cars.
15 dining cars.
18 official.
44 baggage.
22 vans.
94 first-class.
39 second-class.

The following cars received medium repairs:—

18 sleeping cars.
6 parlor.
30 second-class.
34 baggage.
2 motor cars.
441 freight cars.
11 dining cars.
84 first-class.
28 colonist.
13 postal.
1 van.
1 auxiliary.

The following cars were cleaned, cut in and varnished:—

8 dining cars.
17 sleeping cars.
64 first-class.
17 colonist.
9 postal.
4 parlor cars.
2 official.
30 second-class.
27 baggage.

The following rolling stock was painted, lettered, varnished and stencilled:—

258 passenger cars.
21 refrigerator.
5 steel gondolas.
130 locomotives and tenders.
1 steam coal crane.
1,592 freight cars.
18 vans.
5 stock cars.
1 wrecking crane.

The following rolling stock was painted and lettered:—

5 refrigerator cars.
3 auxiliary cars.
2 rest cars.
2 cranes.
4 tank cars.
2 dump cars.
32 snow ploughs.

Freight car shops—

227 wooden trucks were built.
1,098 Acme levers were applied to cars.
41 sterlingworth trucks were re-inforced.
Air brakes were applied to 171 freight cars, ploughs and flangers.
231 new roofs were applied to freight cars.
12 Miessner hand brakes were applied.
12 straight air pipes were applied to cars.
29 trucks were applied, replacing the sterlingworth.

Woodworking mill—

40 foot boards were made and 1,000 wooden buffers were made.
20 pilots were built.
400 springs boards and 600 wooden bolsters were made.
500 brake beams and 1,000 truck sides were made.
1,504 flag sticks and 1,000 drawbar woods were made.
1,049 orders for material for outside stores were completed
2,158,742 feet of lumber was milled.

Upholstering shop—

84 first-class cars received medium repairs, such as cleaning cushions, washing plush, &c.
8 first-class cars received heavy repairs, such as renewing cushions, carpets, washing and dying plush, &c., &c.
18 sleeping and 11 dining cars received medium repairs.
9 parlor cars received medium repairs.
7 sleeping cars and 2 dining cars received heavy repairs.
3 official cars and 1 air brake instruction car received medium repairs.
551 engine curtains were made.
332 engine cab seats and backs were upholstered.
12 car blinds and 67 water hose bags were made.
73 large copper pipes were covered with asbestos and cotton.
14 cotton duck bags and covers were made.
96 van cushions were made.
6 stretchers were covered.

A large number of small jobs were also done, such as upholstering office chairs, seats and backs and repairing flags, large maps, &c., for other departments of the railway.

Cabinet shop—

27 veneer panels were made.
39 ice box grates were made.
30 lamp stool standards were made.
17 refrigerator doors for dining cars were made.
59 car window sashes were made.
12 standard flat top desks and racks were made.
2 postal chairs and 2 train safes were made.
27 vestibule steps and 7 double doors were made.
8 postal car assorting tables were made.
16 swing berths and 9 mahogany vestibule doors were made.
7 mirror frames and 59 notices were framed.
9 pockets for blinds were made.
36 wooden wedges and 50 seat frames were made.
54 seat arm rests and 33 window stops were made.
63 art glass sashes were made.
3 fireman's hose reels were made.
16 dining car tables and 1 sideboard for dining car were made.

The following material was repaired in the cabinet shop:—

48 car doors.
5 typewriter stools.
4 cupboards.
9 tables.

8 chairs.
16 step-ladders.
2 vestibule doors.
72 car seats.
4 filing cases.
185 dining car chairs.
2 templates.
11 train safes.
16 desks.

A large number of small jobs were also done.

Special work—

4 passenger cars were equipped with 2-inch main steam heating pipes.
The lighting in 33 parlor, sleeping and dining cars was remodelled from the flat flame to the mantle lamps.
2,244 freight cars had the F 36 triple valve removed and were equipped with the new style K-1 triple.

The following special work was also done in connection with the new shops:—

A new gas producer unit was purchased and installed, and a coal elevator was purchased and installed.

An explosion partly destroyed the water gas holder. This was repaired and is now in operation.

A steam pump was purchased and installed for operating the hydraulic valves of the old gas plant.

Four jib cranes were ordered and two were installed complete; the other two were partly installed. An old five ton jib crane was remodelled and partly installed.

Six 96-inch and four 48-inch industrial railway turntables were purchased and seven were installed. About 3,000 feet of 21-inch gauge track was laid in connection with these tables.

The old stationary grates were taken out of the two 250 H.P. boilers which were moved up from the old shops, and chain grate stokers were installed in their place.

A part of the yard 300 feet long and 130 feet wide at the east end of the freight car repair shop was planked to facilitate the repairing of freight cars; this will nearly double the capacity of this shop in fine weather.

Three 9 seat, one 6 seat and one single closet; also six urinals and eight 18-foot wash sinks were purchased for the new shops and will be installed during the coming year.

A mezzanine floor was built in a portion of the machine shop for the electrical department to repair motors, &c. This was fitted up with shelves, cupboards, racks and benches, and the whole place inclosed with lattice work. A portable lathe was set up on this floor.

Twelve narrow gauge trolleys were built for the new shops.

The waste cleaning machine, and picking mixing machine were moved up from the old shop and installed at the freight car shop.

Fifty-six metal lockers were installed in passenger car paint shop.

Piping was put in to return waste water from gas plant to the reservoir.

Three hoods and ventilating pipes were built of galvanized iron and put over washing tanks in the passenger car shop.

Three positive blowers were removed from the blacksmith shop and piping made and installed for air to be taken from the blast fans.

Thirty dope waste boxes were made for shops.

A transfer table was built at east end of the erecting shop for driving wheel storage tracks.

Two jib cranes were taken from the old shops and installed in new shops.

The following machines were purchased for the new shops and will be set up during the coming year:—

1 planer.
1 universal saw bench.
1 double angle iron shear.
1 axle Keyseat miller.
1 1¾-inch Ajax automatic rivet header.
1 matcher.
1 nut burring machine.
1 hot sawing machine.
1 No. 5 Knee type miller.

A locomotive wheel lathe, which had been sent away for repairs and alterations, was installed in the machine shop.

The following machines were installed:—

1 Landis piston rod grinder.
2 sharpers.

Two Davies expansion boring bars were received and fitted on car wheel borers.

One drilling machine was removed from machine shop and installed in passenger car shop.

One drilling machine was removed from machine shop and installed in freight car shop.

One double sawing machine was removed from cabinet shop and installed in freight car shop.

The following material was made in Moncton shops and sent to River du Loup:—

One blue print cabinet, nine water boxes for forges, three plates for stationary boiler ash pits, two sets wheel lathe tools, one springmakers' furnace, two 48-inch and one 96-inch industrial railway turntables, four smith forge blast gates, sixty drawers for tool racks.

The following regular work was done in the locomotive department at Halifax:—

8 Locomotives received heavy and 182 specific repairs.
35 new tubes were applied and 185 tubes were pieced.
16 boilers were tested.
6 Sets driving tires were turned off.
6 New Engine truck wheels were applied.
40 New tender truck wheels were applied.
11,220 Bolts were forged.
13,520 Bolts were screwed.
1,045 Studs were screwed.
8 Engines and tenders were painted.
217 Piston rod and 210 sets valve stem metallic packing were made.

The following special work was also done at Halifax:—

A vacuum car cleaning plant was installed complete in the car cleaning yard at North street.

In the car repair shop a large amount of work was done on light repairs to cars during the year.

A lot of special work was done for the Maintenance and Traffic departments in the shops during the year.

The following regular work was done in the locomotive department at River du Loup:—

10 Locomotives received light, 16 specific, 23 general and 16 heavy repairs.
492 New tubes were applied and 6,620 tubes were pieced.
9 Fireboxes were patched.
82 Boilers were tested.
84 Driving tires were turned off.

67 Engine truck, 220 tender truck and 4 trailing truck tires were turned off.
1 Crank pin was made.
1 Cab was made.
24 Pilots were made.
1 Tender frame was made.
11,292 Bolts were forged and 34,547 bolts were screwed.
2,514 Studs were screwed.
300 Lbs. nuts were tapped.
50 Engines and tenders were painted.
1,680 Sets piston rod and 1,817 sets valve stem metallic packing were made.
47,743 Lbs. iron forgings were made.
4 Coal cranes were repaired.

A large number of cars received light repairs during the year.

There was also a large amount of work done for the other departments of the railway in the locomotive and car shops during the year.

Chaudiere Junction—

A 750 gallon pump was received and will be installed during the coming year.

Water Service—

This service has been maintained in efficient condition during the year over the whole line.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT of Mileage and Coal, Oil, Grease and Wool waste consumed by Locomotives for year ended 31st March, 1911.

MONTHS.	Locomotive Mileage.	CONSUMPTION.					AVERAGE CONSUMPTION PER 100 MILES.				
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Grease.	Pounds of Wool Waste.
1910.											
April	732,565	42,017	9,291	20,981	2,491	833	12,848	1.27	2.86	.34	.11
May	689,328	37,280	9,135	19,799	2,430	549	12,114	1.33	2.87	.35	.08
June	734,840	37,915	9,696	20,708	2,551	451	11,558	1.32	2.82	.35	.06
July	738,105	36,404	9,786	20,703	2,623	592	11,048	1.30	2.80	.36	.08
August	736,099	37,410	10,028	21,584	2,576	718	11,384	1.36	2.93	.35	.10
September	742,524	38,783	10,245	21,792	2,288	779	11,700	1.38	2.93	.31	.10
October	730,796	41,690	10,002	21,472	2,696	859	12,778	1.37	2.94	.37	.12
November	720,146	44,370	10,066	21,181	2,725	539	13,801	1.40	2.94	.38	.07
December	771,728	50,729	11,122	23,711	2,718	711	14,724	1.44	3.07	.36	.09
1911.											
January	737,888	48,642	10,199	22,389	2,550	861	14,766	1.38	3.03	.35	.12
February	722,976	48,068	10,210	21,958	3,248	765	14,893	1.41	3.04	.45	.11
March	847,053	55,628	10,447	24,892	4,782	1,079	14,711	1.23	2.94	.56	.13
Total	8,904,048	518,936	120,227	261,170	33,668	8,736	13,055	1.35	2.93	.38	.10

J. J. WALKER,
Mechanical Accountant.

MONCTON, N.B.,
March 31st, 1911.

No. 1.—INTERCOLONIAL RAILWAY.

Capital Account, year ended March 31, 1911.

1910.	Dr.	$ cts.	$ cts.	1910.	Cr.	$ cts.
Mar. 31..	To cost of Intercolonial Railway to date		92,273,073 51	Mar. 31..	By Dominion of Canada	92,273,073 51
	Increase accommodation at Halifax	39,795 15				
	Strengthen Bridges	47,440 93				
	Enginehouse,&c., at Rivière du Loup	62,347 47				
	Locomotive and car shops with equipment and new freight yard at Moncton	80,437 01				
	Increase accommodation at St. John	6,000 28				
	Increase water supply	18,320 68				
	Improvements at Loggieville	2,534 74				
	Sydney mines diversion	100,000 00				
	Improvements at Ste. Rosalie	2,105 79				
	Subway at Robinson's crossing	4,189 16				
	Subway near Beresford	3,397 48				
	Diversion of line at Chatham and branch to wharf	149,976 56				
	Overhead crossing one mile west of Lac au Saumon	1,391 00				
	Cut off line at Moncton	53,857 66				
	Enginehouse, &c., at Chaudière Junction	6,000 00				
	Improvements at Lévis	3,521 48				
	Increase accommodation at Truro	10,159 55				
	Put line between Indiantown and Blackville into condition for operation	1,750 64				
	Increase accommodation and facilities along the line	31,317 51				
	General protection of highways	7,039 48				
	Original construction	734 38				
	Towards double tracking parts of line	5,625 72				
	New machinery for locomotive and car shops	37,983 70				
	Buildings and property at Campbellton	75,000 00				
	Air brakes to freight cars	3,952 80				
	Pintsch gas apparatus	5,784 55				
	Extension to Sydney mines	155 75				
	Land at Gibson	4,578 10				
	Diversion of road to eliminate crossing at rail level between St. Cyrille and Drummondville	500 00		1911.		
		765,897 57		Mar. 31,		

Less—Proceeds of sale of Steamer Rimouski.....	3,600 00	762,297 57	By Dominion of Canada.....	762,297 57	
		93,035,371 08			93,035,371 08

E. and O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 2.—INTERCOLONIAL RAILWAY.

REVENUE ACCOUNT, Year ended March 31, 1911.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of Way and Structures	1,804,089 68	Passenger Earnings	2,899,419 82
Maintenance of Equipment	2,223,908 83	Freight Earnings	6,344,595 66
Traffic Expenses	196,228 65	Mail and Express Earnings	449.797 44
Transportation Expenses	5,149,189 46	Miscellaneous Earnings	169,970 48
General Expenses	222,610 17		
	9,595,976 79		
Balance	267,806 61		
	9,863,783 40		9,863,783 40

S. L. SHANNON,
Comptroller.

E. & O. E.
MONCTON, N. B.

No. 3.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Way and Structures, Year ended March 31, 1911.

		$ cts.
No. 1.	Superintendence	52,929 99
" 2.	Ballast	59,955 13
" 3.	Ties	219.382 24
" 4.	Rails	168,633 36
" 5.	Other track material	127,212 53
" 6.	Roadway and track	607,746 75
" 7.	Removal of snow, sand and ice	119,612 80
" 9.	Bridges, trestles and culverts	45,917 38
" 10.	Over and undergrade crossings	1,374 85
		1,402,765 03

MAINTENANCE of Way and Structures, year ended March 31, 1911.

		$ cts.
No. 11.	Grade crossings, fences, cattle guards and signs	37,465 12
" 12.	Snow and sand fences and snow sheds	7,206 53
" 13.	Signals and interlocking plants	6,239 11
" 14.	Telegraph and telephone lines	1,231 49
" 16.	Buildings, fixtures and grounds	271,760 30
" 17.	Docks and wharfs	22,638 55
" 18.	Roadway tools and supplies	21,379 10
" 22.	Injuries to persons	393 05
" 23.	Stationery and printing	4,039 17
" 25.	Other expenses	1,748 02
" 26.	Maintaining joint tracks, yards and other facilities—Dr	31,845 88
	Cr.	1,811,711 35
" 27.	Maintaining joint tracks, yards and other facilities—Cr	7,621 67
		1,804,089 68

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 4.—INTERCOLONIAL RAILWAY.

MAINTENANCE of Equipment, year ended March 31, 1911.

		$ cts.
No. 28.	Superintendence	55,565 98
" 29.	Steam locomotives—Repairs	659,097 55
" 30.	Steam locomotives—Renewals	222,222 20
" 35.	Passenger train cars—Repairs	280,994 70
" 36.	Passenger train cars—Renewals	111,111 00
" 38.	Freight train cars—Repairs	567,593 43
" 39.	Freight train cars—Renewals	166,666 80
" 44.	Floating equipment—Repairs	13,522 85
" 47.	Shop machinery and tools	49,986 65
" 49.	Injuries to persons	1,862 04
" 50.	Stationery and printing	10,995 00
" 51.	Maintaining joint equipment at terminals—Dr	3,790 17
" 52.	Other expenses	41,282 45
" 53.	Work equipment—Repairs	26,602 40
" 54.	Work equipment—Renewals	12,615 63
		2,223,908 83

E. and O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

No. 5.—INTERCOLONIAL RAILWAY.

TRAFFIC Expenses, year ended March 31, 1911.

		$ cts.
No. 57	Superintendence	57,991 79
58	Outside agencies	68,926 69
59	Advertising	39,653 21
60	Stationery and printing	26,690 39
61	Traffic associations	2,784 92
65	Other expenses	181 65
		196,228 65

E. & O. E. MONCTON, N B.

S. L. SHANNON, *Comptroller.*

No. 6.—INTERCOLONIAL RAILWAY.

Transportation Expenses, year ended March 31, 1911.

		$ cts.
No. 66	Superintendence	81,509 02
67	Despatching trains	152,707 53
68	Station employees	656,553 27
69	Weighing and Car Service Associations	1,671 75
72	Station supplies and expenses	94,276 47
73	Yardmasters and their clerks	35,238 39
74	Yard conductors and brakemen	136,636 75
75	Yard switch and signal tenders	13,667 20
76	Yard supplies and expenses	20,795 20
77	Yard enginemen	123,426 24
78	Enginehouse expenses—Yard	31,067 13
79	Fuel for yard locomotives	169,528 82
80	Water for yard locomotives	9,717 57
81	Lubricants for yard locomotives	3,502 06
82	Other supplies for yard locomotives	2,091 46
83	Operating joint yards and terminals—Dr	103,894 80
86	Road enginemen	514,394 13
87	Enginehouse expenses—Road	257,495 38
88	Fuel for road locomotives	1,590,802 56
89	Water for road locomotives	50,691 97
90	Lubricants for road locomotives	29,823 05
91	Other supplies for road locomotives	14,275 00
94	Road trainmen	670,264 54
95	Train supplies and expenses	184,896 51
96	Interlockers, block and other signals—Operation	11,516 83
97	Crossing flagmen and gatemen	11,810 64
98	Drawbridge operation	3,711 97
99	Clearing wrecks	17,221 47
100	Telegraph and telephone—Operation	10,815 12
101	Operating floating equipment	45,396 67
103	Stationery and printing	57,345 77
105	Other expenses	21,149 71
106	Loss and damage—Freight	36,696 44
107	Loss and damage—Baggage	535 94
108	Damage to property	25,705 83
109	Damage to stock on right of way	3,851 50
110	Injuries to persons	22,604 66
111	Operating joint tracks—Dr	10,926 17
		5,228,215 52
	Cr.	
No. 84	Operating joint yards and terminals—Cr	79,076 06
		5,149,139 46

E. & O. E.
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 7.—INTERCOLONIAL RAILWAY.

General Expenses, year ended March 31, 1911.

		$ cts.
No. 113	Salaries and expenses of general officers	23,868 20
114	Salaries and expenses of clerks and attendants	92,054 26
115	General office supplies and expenses	3,186 55
116	Law expenses	10,204 33
118	Relief department expenses	9,399 96
119	Pensions	66,695 88
120	Stationery and printing	11,828 89
121	Other expenses	5,372 10
		222,610 17

E. & O. E
Moncton, N.B.

S. L. SHANNON,
Comptroller.

No. 8.—INTERCOLONIAL RAILWAY OF CANADA.

Gennral Stores Account, Year ended March 31, 1911.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Balance, March 31, 1910		1,243,181 69	By Issues during year ended March 31, 1911	3,660,646 23	
Purchases during year ended March 31, 1911	3,470,961 59		Sales Material, fuel, &c	14,537 65	
Charges from other departments	358,597 75		Sales old material	285,114 07	
Labour	38,759 54				3,990,297 95
Staff pay rolls	28,100 83				
		3,896,419 71	Balance—		
			Ordinary stores, including fuel	730,415 02	
			Roadway and bridge material	418,888 43	
					1,149,303 45
		5,139,601 40			5,139,601 40

S. L. SHANNON,
Comptroller and Treasurer.

(Sgd) C. F. BURNS,
Auditor of Disbursements, I.C.R.

Moncton, N.B.

No. 9.—INTERCOLONIAL RAILWAY.

General Balance, Year ended March 31, 1911.

Dr.	$ cts.	$ cts.
To Cash		6 36
General stores		1,149,303 45
Station agents		176,060 69
Receiver General Provident Fund Account		605,625 52
Auditor's Suspense Account		26,664 02
Cash in Transit Account		13,968 46
Commissary stock		22,988 63
Unclaimed freight		82 59
Expenditures for Road and Equipment Suspense		38,272 14
To Individuals and Companies Ledger—		
Acadia Coal Co	852 72	
Atlantic Coast Lines	27 47	
Armour Car Lines	8 03	
H. and A. Allan	66 25	
Atlantic and Lake Superior Ry	4,313 29	
Atcheson, Topeka and Santa Fe Ry	854 30	
Ann Arbor Ry	8 07	
Alabama Great Southern Ry	15 41	
Armstrong Refrigerator Co	3 20	
Steamship 'Amelia'	70	
Austin Lumber Co	272 46	
Allis-Chalmers-Bullock	25 33	
John Abrams and Sons	22 29	
Austen Bros	12 00	
Boston and Maine Ry	678 55	
Baltimore and Ohio Ry	360 81	
Bangor and Aroostook Ry	13 92	
Board of Railway Commissioners	63	
Buffalo, Rochester and Pittsburg Ry	32 27	
Buffalo and Susquehanna Ry	3 48	
Bessemer and Lake Erie Ry	30	
Bathurst Lumber Co	39 56	
Brown Machine Co	314 14	
Caraquet Ry	14,651 64	
Canadian Pacific Ry	20,282 21	
Charlottetown Steam Navigation Co	22 92	
Canadian Pacific Railway (N.B. Div)	4,048 75	
Central Vermont Ry	993 26	
Coal and Coke Co	2 96	
Canada Iron Corporation	7 00	

Cr.	$ cts.	$ cts.
By Dominion of Canada		1,131,174 70
Intercolonial and Prince Edward Island Railways employees' Provident Fund		258,791 25
Equipment Renewal Account		580,033 97
Freight in Transit Account		7,511 79
Rail Renewal Account		166,042 17
Fire Renewal Account		10,966 57
By Individuals and Companies Ledger		
Amherst Malleable Iron Co	10 12	
Beersville Ry. and Coal Co	216 20	
J. Harvey Brownell	376 52	
Canadian Express Co	204 73	
Cape Breton Ry	8 27	
Cumberland Ry. and Coal Co	178 50	
Chatham Ry	07	
Chappell Bros	135 50	
Ben Cohen	298 49	
J. and A. Culligan	147 70	
Colonial Granite Co	102 00	
Cornwall and York Cotton Mills Co	263 78	
Louis E. Couture	125 70	
Crédit Foncier Canadien	545 81	
Department of Justice	1,000 00	
Dubs & Co	98 63	
Dominion Iron & Steel Co	419 93	
G. Dumont	73 00	
W. H. Duffy	288 85	
Elgin and Havelock Ry	1 06	
Elmsdale Co	1,190 18	
T. E. Fernald & Co	223 50	
Grand Lake Lumber Co	383 00	
General storekeeper	80 97	
L. Goodspeed & Son	224 94	
Abner Gordon	180 72	
Halifax Station Labor	1,773 69	
Harris Forge Co	385 00	
J. & D. A. Harquail	279 62	

Canadian Northern Railway	106 34	
Cincinnati, Hamilton, and Dayton Ry	35 21	
Cleveland, Cincinnati, Chicago & St. Louis Ry.	101 69	
Canada Atlantic and Plant Lines	0 67	
Chicago, Milwaukee and St. Paul Ry.	112 08	
Chicago, St. Paul, Minneapolis and Omaha Ry.	8 43	
Cincinnati Northern Ry	1 52	
Chicago and North Western Ry.	35 94	
S. Cunard & Co.	26 53	
T. B. Calhoun	5 00	
G. S. Campbell & Co	21 00	
Chicago and Alton Ry	418 63	
Cincinnati, New Orleans & Texas Pacific Ry.	510 82	
Chicago, Rock Island and Gulf Ry.	8 43	
Chicago, Burlington and Quincy Ry.	3 16	
Central Ry. of New Jersey	18 54	
Chesapeak and Ohio Ry.	32 95	
Chicago and Eastern Illinois Ry.	14 93	
		49,428 73
To Cleveland, Akron and Columbus Ry.	5 55	
City of Moncton	137 50	
Hugh Cann & Son	1 16	
Central Ontario Ry	12 09	
Chicago, New York and Boston Refrigerator Ry	18 77	
Chicago, Indianapolis and Louisville Ry.	242 31	
Chicago, Cincinnati and Louisville Ry.	5 26	
Chicago Indiana and Southern Ry.	0 26	
Colchester Coal and Railway Co.	369 35	
Chicago, Rock Island and Pacific Ry.	26 47	
Chicago, Great Western Ry	18 20	
Central Indiana Ry.	16 12	
Chicago, Peoria and St. Louis Ry.	3 58	
Colorado Southern, New Orleans and Pacific Ry	8 00	
Copper Crown Co.	45 13	
Central of Georgia Ry	10 45	
Carried forward		2,032,671 86

Chas. & Davidson Hill	359 81	
Intercolonial and Prince Edward Island Railways Relief and Insurance Association	124 69	
Jones & Schofield	279 86	
J. A. Kirkpatrick	248 50	
I. Lord	73 50	
Logan Tanning Co.	1 47	
Joseph Lecours	319 55	
J. A. Likely	1,459 60	
Montreal Rolling Mills	812 70	
Maritime Gypsum Co	40	
Nap. Mercier	69 50	
J. T. Munro	45 50	
D. H. McKay	161 67	
W. A. McKay & Co.	138 00	
McLean Milling Co	619 76	
H. D. McLean	358 18	
McDougall's Limited	2,212 50	
Nova Scotia Steel and Coal Co.	7,181 27	
Dan McNeil & Sons	388 77	
New Brunswick Telephone Co.	14 62	
J. R. Porter	132 50	
N. Piche et Fils	266 94	
Peterborough Shovel and Tool Co.	42 15	
Primrose Bros.	159 67	
Pratt Bros.	338 65	
Quebec Construction Co.	51 44	
Edward Ruel	37 50	
Sessenwein Bros.	2 73	
Savoie & Co.	315 36	
Enoch Steeves	291 25	
J. Stevenson	233 32	
C. P. Stephen	102 50	
B. L. Tucker	197 69	
Town of New Glasgow	269 17	
S. E. Vaughan & Co.	891 00	
Alex. Watson	356 00	
York & Sunbury Milling Co.	197 45	
		28,031 75
Traffic Ledger—		
Boston and Maine Ry.	2,835 62	
Canadian Northern Ry.	150 19	
Canadian Pacific Ry	13,466 22	
Charlottetown Steam Navigation Co.	21 45	
Chicago, Burlington and Quincy Ry.	246 25	
Canadian Northern Quebec Ry.	1 80	
		25,493 37
Carried forward		2,457,820 45

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1911—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward		2,032,671 86	Brought forward		2,457,820 45
To Frank A. Cutting Co.	9 97		Delaware and Hudson Ry.	29 64	
Canada Foundry Co.	89 14		Duluth, South Shore and Atlantic Ry.	221 60	
Charleston and Western Carolina Ry.	6 29		Denver and Rio Grande Ry.	79 52	
Canada and Gulf Terminal Ry.	1,989 57		Great Northern Ry. Line.	1,856 95	
Cudahy-Milwaukee Refrigerator Line.	38 48		Grand Trunk Pacific Ry.	185 13	
Cornwall and Lebanon Ry.	2 55		Illinois Central Ry.	90 13	
Dept. of Agriculture	94 72		Interprovincial Navigation Co.	13 80	
Dominion Tar and Chemical Co.	10 65		Lake Shore and Michigan Southern Ry.	26 78	
Dept. of Public Works	2,074 62		Maine Central Ry.	5,266 49	
Dept. of Marine and Fisheries	503 05		Northern Pacific Ry.	572 32	
Dept. of Militia and Defence	5,874 92		Minneapolis, St. Paul and Sault Ste. Marie Ry.	511 41	
Dominion Atlantic Ry.	6,129 88		New York Central and Hudson River Ry.	107 73	
Dominion Coal Co.	6,975 41		New York, New Haven and Hartford Ry	415 04	
Delaware and Hudson Ry	39 31		New Brunswick Coal and Ry. Co.	18 95	
Delaware Lackawanna and Western Ry.	23 95		Pennsylvania Ry.	67 20	
Duluth, South Shore and Atlantic Ry.	12 26		Pennsylvania Co.	0 45	
Dominion Express Co.	2 50		Quebec Central Ry.	212 35	
Dept. of Interior	47 80		Southern Pacific Ry.	175 45	
Dept. of Labour	2,701 00		Salisbury and Harvey Ry.	1,439 54	
Dept. of Railways and Canals (Stores Acct.)	1 17		Temiscouata Ry.	84 74	
Detroit and Mackinac Ry	2 08		Temiskaming and Northern Ontario Ry.	190 68	
Dominion Molasses Co.	3 00		Union Pacific Ry.	192 77	
Detroit, Toledo and Ironton Ry.	2 45		Wabash Ry.	293 90	
Denver and Rio Grande Ry.	1 83				28,774 10
Detroit and Toledo Shore Line	4 59		By Car Service Ledger—		
Doud Stock Car Co	1 40		Atlantic Coast Line.	38 30	
S. A. L. Dewolfe & Son	155 16		Lake Terminal Ry.	0 60	
Dept. of Naval Service	260 77		Condersport and Port Allegheny Ry.	9 55	
Erie Ry.	162 97		New York Central Lines.	12 57	
Elder-Dempster Co.	82 62		Pickens Ry.	0 70	
Estey & Co.	39 00		Woodstock Ry.	1 20	
Erie and Michigan and Navigation Co.	5 49		Wilkes-Barre and Hazelton Ry.	0 35	
Captain J. A. Farquhar	9 60		Washington, Belt and Annapolis Ry.	0 70	
Furness, Withy & Co.	2 62				63 97
Freight Claim Agent	3 43				
Grand Trunk Ry.	16,038 54				
Great Northern Ry. of Canada	12 91				
Galena Signal Oil Co.	126 75				
General Construction and Dredging Co.	1 65				
Green Bay and Western Ry.	6 25				
Great North Western Telegraph Co.	425 56				

To	H. J. Garson & Co	3 89		By	Rents Ledger :—		
	Great Northern Railway Line	37			Canada Railway News Co	666 60	
	Graham & Co	58 43			D. LeBlanc	20	
	German-American Tank Line	35 72			D. Hannah	1 06	
	Grand Trunk Ry., Suspense	98 75			T. B. Cochran	1 40	
	Grand Rapids & Indiana Ry	10 25			E. Thompson	73	
	Halifax & South Western Ry	104,560 74			Canadian Express Co	03	
	Hampton & St. Martins Ry	362 76			G. W. Shanklin	1 00	
	Hocking Valley Ry	66					671 02
	J. Hillis & Sons	781 01					
	T. H. Hopkins & Co	30 00					
	James Hutton & Co	114 00					
	Inverness Ry. & Coal Co.	444 12					
	Intercolonial Coal Mining Co	147 66					
	Illinois Central Ry	42 09					
	Imperial Oil Co	190 46					
	Kent Northern Co	7,221 60					
	Kanawha & Michigan Ry	3 37					
	Kansas City Southern Ry	11 14					
	Kansas, Mexico & Orient Ry	1 77					
	D. G. Kirk	10,361 21					
	Lotbiniere & Megantic Ry.	2 03					
	Londonderry Iron & Mining Co.	21,370 37					
	Lehigh Valley Ry	295 49					
	Louisville & Nashville Ry	22 57					
	Lake Shore & Michigan Southern Ry	173 29					
	Long Island Ry	2 13					
	Lake Erie & Western Ry	7 49					
	F. W. Lipe	45					
	London Machine Tool Co	10 00					
	R. S. Lowe	96 10					
	Lehigh & Hudson Ry	62					
	Lotbiniere Lumber Co	3 25					
	Louisiana & Arkansas Ry	4 31					
	Louisiana Ry. and Navigation Co	3 55					
	Gerald Lomer	160 50					
	Moncton & Buctouche Ry	1,169 37					
	Michigan Central Ry	61 38					
	Maine Central Ry	36 95					
	Montmagny Light & Pulp Co	756 09					
	T. Malcolm	2,040 80					
	Merchant's Despatch Transportation Co.	7 19					
	Missouri Pacific Ry	28 70					
	Minneapolis, St. Paul & Sault Ste. Marie Ry	12 34					
	Missouri, Kansas & Texas Ry	6 48					
	Maritime Coal, Ry. & Power Co	801 24					
	Metropolita Steamship Co	31 88					
	Minneapolis & St. Louis Ry	8 41					
	Carried forward		2,032,671 86		Carried forward		2,516,361 29

No. 6.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1911—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward		2,032,671 86	Brought forward		2,457,820 45
To Mobile & Ohio Ry	6 77				
Milwaukee Refrigerator Transit Co.	16 00				
H. W. Monsell & Co.	18 08				
Miller's Tanning Extract Co.	6 67				
Morrell Refrigerator Line	6 29				
Morrison & Clark	1,702 14				
Mississippi River & Bonne Terre Ry.	2 04				
Montour Ry	71				
Marine Ry Co.	3 04				
H. F. McDougall	8 46				
W. P. McNeil & Co	6 25				
Nelson McDougall	75 00				
McLellan Lumber Co.	40 60				
McDonnell & O'Brien	18 82				
New Brunswick Coal & Railway Co.	49,281 81				
New York Central & Hudson River Ry.	394 69				
National Despatch Line	13 31				
Newfoundland Ry.	217 77				
New York, New Haven and Hartford Ry.	73 79				
Northern Navigation Co.	15 41				
New York, Chicago and St. Louis Ry.	76 69				
New Brunswick and P. E. Island Ry.	3,181 72				
Northern Pacific Ry.	10 78				
National Despatch—Great Eastern Line	222 39				
Northern Central Ry.	11 26				
Norfolk and Western Ry.	53 65				
New York, Philadelphia and Norfolk Ry.	1 14				
New Orleans and North Eastern Ry.	12 91				
New York, Ontario and Western Ry.	4 64				
National Labour Congress	146 40				
North Shore Ry.	17 40				
Northern New Brunswick and Seaboard Ry.	168 96				
New Brunswick Cold Storage Co.	119 75				
New Brunswick Pulp and Paper Co.	80 03				
Nashville, Chattanooga and St. Louis Ry.	6 66				
Newburgh and South Shore Ry.	0 29				
Oregon Railway and Navigation Co.	6 25				
Post Office Department	57,772 40				
Prince Edward Island Ry.	9,808 75				
Picton Station Labour	200 00				

Pullman Co.	72 48	
Pennsylvania Ry.	384 25	
Price Bros	1,336 02	
J. W. Pyke & Co	4 50	
Pennsylvania Co.	61 36	
Pittsburgh, Cincinnati, Chicago and St. Louis Ry.	2 38	
Père Marquette Ry.	217 48	
Pittsburgh & Lake Erie Ry.	23 19	
Philadelphia & Reading Ry	73 47	
Philadelphia, Baltimore & Washington Ry	12 05	
Pickford & Black	162 99	
Peoria & Eastern Ry.	10 25	
Pittsburgh, Shamut & Northern Ry.	0 48	
Peoria & Pekin Union Ry.	1 33	
Pacific Fruit Express	45 36	
Félix Pichette	6 00	
Peerless Transit Co.	12 45	
Preston Car & Coach Co.	74 20	
Quebec Central Ry.	986 33	
Quebec Southern Ry (New Account)	640 20	
Quebec and Lake St. John Ry.	71 51	
Quebec Southern Ry. (Old Account)	21,808 64	
Quebec Ry., Light and Power Co.	0 30	
Rhodes, Curry & Co.	8,317 68	
Rutland Ry.	10 96	
Charles D. Ruddock	110 00	
Ryan & McDonnell	3,736 29	
William Routledge	6 61	
Record Foundry & Machine Co.	13 65	
Railway Automatic Car Co.	61 40	
Swift Refrigerator Line	27 10	
Salisbury & Harvey Ry.	8,317 46	
Southern Pacific Ry	17 52	
Southern Ry.	41 51	
St. Lawrence and Adirondack Ry.	4 18	
Seaboard Air Line	11 40	
St. Louis and St. Francisco Ry	26 36	
St. Louis South Western Ry.	12 84	
St. Louis Refrigerator Co	1 30	
St. Monique Station	10 00	
Sanderson Manufacturing Co.	14 87	
Santa Fe Refrigerator Despatch	15 95	
J. B. Sangster	13 18	
Sussex Station	25 00	
Shaw and Mason	179 66	
N. C. Scott	29 64	
Carried forward		2,032,671 86

Carried forward	2,515,361 29

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1911.—*Concluded.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward		2,032,671 86	Brought forward		2,515,361 29
To St. John Station Labor	1,000 00				
Smith-Tyrer Co.	9 26				
San Antonio and Aransas Pass Ry.	41 00				
Temiscouata Ry.	176 83				
Texas and Pacific Ry.	18 34				
Toronto, Hamilton and Buffalo Ry.	2 38				
Trois Pistoles Pulp and Paper Co.	73 82				
Transcontinental Ry Commissioners	2,001 69				
E. Tiffin	5 06				
Toledo, St. Louis and Western Ry.	5 56				
Toledo and Ohio Central Ry	2 39				
Toledo Peoria and Western Ry.	0 61				
D. Tremblay	123 29				
S. M. Tweedie	49 90				
Toronto Construction Co.	519 55				
Trinity and Brazos Valley Ry.	0 43				
Torrie and Winter	1 50				
Taylor and Arnold	16 41				
Vandalia Line	1 08				
Union Pacific Ry.	30 13				
Wabash Ry.	80 54				
Western Union Telegraph Co.	27 33				
A. N. Whitman and Son	150 00				
E. A. Wallberg	2 97				
Wabash Pittsburg Terminal Ry	0 46				
Wisconsin Central Ry.	8 00				
M. Wood and Sons	45 62				
Wheeling and Lake Erie Ry.	10 25				
Western Allegheny Ry.	3 07				
West Jersey and Seashore Ry.	0 40				
York and Carleton Ry.	25 80				
		121,479 05			
Individuals and Companies Ledger—Suspense :—					
General Storekeeper	219 81				
Canada and Gulf Terminal Ry.	63 32				
Canada Car and Foundry Co.	115 39				
Dominion Atlantic Ry.	60 16				
Dominion Iron and Steel Co.	271 25				
Halifax and South Western Ry.	88 99				

D. G. Kirk	16 81	
Prince Edward Island Ry	40 80	
Intercolonial and Prince Edward Island Railways Employee's Provident Fund.	61 58	938 11
Traffic Ledger:—		
H. & A. Allan	2,049 83	
Allan Bros & Co	12 00	
Baltimore & Ohio Ry	20	
Cleveland, Cincinnati, Chicago & St. Louis Ry.	43 56	
Dominion Steamship Line	116 79	
Elder, Dempster Co	17 19	
Grand Trunk Ry	37,230 40	
G. E. Beekman	10	
Lehigh Valley Ry	06	
Maritime Coal, Ry. & Power Co	94	
Newfoundland Ry	8,592 41	
Robert Reford Co	7 50	
Salvation Army	2,684 88	
Uranium Steamship Co.	1,401 12	
Western Passenger Association	23 91	
		52,180 92
Car Service Ledger:—		
Atcheson, Topeka & Santa Fe Ry	25	
Albany & Hudson Ry	4 25	
Ashland & Western Ry	3 75	
Buffalo, Attica & Arcade Ry	35	
Bristol Ry	16 05	
Brockville, Westport & Western Ry	35	
Chicago, Peoria & St. Louis Ry	50	
Chesapeake & Ohio Ry	287 65	
Chicago, Cincinnati & Louisville Ry.	137 25	
Darham & Charlotte Ry	1 20	
Des Moines Union Ry	5 60	
Dry Forks Ry	1 40	
Elgin & Havelock Ry	438 47	
Eastern Railway of New Mexico	24 50	
Eastern Carolina Ry	35	
Grand Trunk Ry	20 00	
Genesse & Wyoming Ry	10 70	
Georgia Northern Ry	5 00	
Inverness Ry. & Coal Co	23 00	
Jamestown, Chautauqua & St. Louis Ry.	9 80	
Mississippi River & Bonne Terre Ry.	1 75	
Mount Jewett, Knizna & Riterville Ry.	50	
Munising Ry	35	
New Orleans & Great Northern Ry.	48 66	
New Orleans Public Belt Ry	22 75	
		1,509 46
Carried forward		2,507,841 29

Carried forward	2,515,361 29

No. 9.—INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ending March 31, 1911—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward		2,507,841 29	Brought forward		2,515,361 29
To Pittsburg, Shawmut & Northern Ry	7 70				
Quebec Ry. Light & Power Co.	1 05				
Salisbury & Harvey Ry	369 10				
South Manchester Ry	30				
Trinity & Brazos Valley Ry	35 35				
Temiskaming & Northern Ontario Ry	25 90				
Tallulah Falls Ry	2 10				
Unadula Valley Ry	04				
Wheeling Terminal Ry	1 05				
White River Ry	2 45				
Rents Ledger—					
J. Janowyce	5 84				
J. H. McLeod	6 00				
J. M. O'Brien	25 00				
Andrew Davies	5 67				
Newfoundland Ry	641 67				
D. Pichette	105 00				
Canadian Pacific Ry	429 15				
Charles A. Ethier	02				
Post Office Department	6 25				
Duncan McGee	2 00				
Steamer *Granville*	25 00				
N. Pushie	5 00				
Miramichi Lumber Co	15 00				
James Comeau	16 00				
Imperial Oil Co	13 50				
C. Velhieux	25 00				
N. Lamontagne	7 50				
Dame C. W. Carrier	216 00				
Olivier Gingras	54 00				
Misses Camire	12 00				
Maurice Camire	11 00				
Mrs. J. Atkinson	90 00				
Mrs. L. L. Roberge	88 00				
James Cloutier	36 00				
Frank Cloutier	4 50				
H. Begin	169 60				
Jean Lamothe	40 50				
Louis Boisvert	18 00				

Emilie St. Laurent	185 00	
Peter Bernier	14 00	
Geo. Cloutier	36 00	
David Rouleau	36 00	
Arthur Lamontagne	24 00	
J. D. Demings	3 00	
Joseph Higgins	5 00	
E. J. Smith	1 00	
J. A. R. Weir	8 00	
G. W. White	3 75	
Mrs. Agnes Weir	2 00	
Henry O'Leary	1 00	
Mrs. D. McLean	1 00	
E. S. Vye	1 00	
James Sproull	1 00	
A. B. Copp	4 00	
Robert O'Leary	1 00	
Mrs. Desmond	1 00	
E. J. Smith	1 00	
W. J. Williams	1 00	
M. Patterson	1 00	
James Shannon	25	
John R. Stewart	50	
William Young	6 00	
Mrs. M. Bourgoin	1 00	
Charles Richards	1 00	
D. S. Harper	1 00	
P. McCourt	1 00	
Adam Mahar	25	
Geo. Mann	25	
Benj. Smith	25	
Geo. Lovett	25	
Municipality of Amqui	10 00	
D. McEvoy	5 00	
J. M. Dube	1 00	
Price Bros.	2 00	
Geo. B. Burnett	25	
B. Gladwin	6 00	
Atkinson & McLeod	3 00	
M. McLean	15 00	
Angus McIsaac	5 00	
J. Kirkpatrick	2 00	
John C. Gass	45 00	
M. A. McLeod	10 00	
David Richards	1 00	
Kilgour Shives	1 00	
George Stone	5 00	
James Ferguson	25	
Carried forward		2,507,841 29

Carried forward	2,515,361 29

No. 9 —INTERCOLONIAL RAILWAY—*Continued.*

General Balance, Year ended March 31, 1911. *Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward		2,507,841 29	Brough forward		2,515,361 29
To John C. McNeil	10 00				
John Legere	5 42				
Geo. Lovett	75				
Alphonse Pineau	1 00				
John C. McNeil	5 00				
Rhodes, Curry & Co	1 00				
William Currie	4 25				
Acadia Coal Co	5 00				
H. T. McDougall	2 00				
Strathcona Coal Co	2 00				
Imperial Oil Co	5 00				
Canadian Express Co	6 25				
Fenelon Belziles	1 00				
Town of Shediac	2 00				
James Skean	6 00				
J. C. Jones	10 00				
D. C. McKenzie and R. Graham	20 00				
David Patterson	5 00				
Joseph Raymond	1 00				
M. A. McLeod	10 90				
City of Sydney	2 00				
W. R. Steeves	79				
LeClair & Daigle	1 00				
Central Telephone Co	19 00				
Le Credit Municipal Canadien	5 00				
G. L. Tullock	1 00				
D. M. Grant	1 00				
W. F. Napier	1 00				
Canadian Express Co	6 25				
Harris Abattoir Co	10 00				
Town of Sydney	2 00				
Charles Love	1 00				
James Barclay	2 00				
Saunderson Manufacturing Co	10 00				
Nova Scotia Telephone Co	10 00				
Town of Rimouski	6 00				
Canadian Pacific Ry	1 00				
J. W. Laurie	5 00				
New Brunswick Cold Storage Co	502 00				
Henry McIntyre	5 00				

Toneman Wheaton	10 00		
James Archibald	1 00		
John W. Logan	5 00		
Henry Lunam	1 00		
Robert Douglas	2 00		
Antigonish & Sherbrooke Telephone Co.	3 00		
Emile Paturel	2 00		
Geo. Cooper and J. P. Cunningham	10 00		
Ronald Chisholm	1 00		
S. W. Dimock	1 00		
Robert Crawford	1 00		
B. A. T. Underhill	1 00		
Sackville Hay & Feed Co	30 00		
Mackay Mining Co.	10 00		
H. McHart	45 00		
H. M. Kent	5 00		
Samuel Melanson	5 00		
Doucett Bros	5 00		
City of Sydney	2 00		
New Brunswick Telephone Co	1 00		
Charles A. Vanwic	1 00		
Dominion Express Co	25 00		
Benjamin Trites	1 00		
Sydney Cement Co.	25 00		
Sydney & Louisburg Ry	466 67		
Payzant Card & Co	5 00		
Dominion Express Co	20 00		
Canadian Express Co	18		
W. J. Kent	5 00		
Canadian Express Co.	6 37		
Town of North Sydney	1 00		
		3,916 83	
Advances :—			
To E. H. McAlpine	140 00		
T. P. Owens	1,500 00		
H. M. Stevens	5 06		
Sir G. Faloubridge	500 00		
A. E. G. McKenzie	200 00		
A. R. Smith	20 00		
		2,365 06	
		2,515,361 29	2,515,361 29

E. & O. E.
MONCTON, N.B.

S. L. SHANNON,
Comptroller.

INTERCOLONIAL RAILWAY OF CANADA.

Statement of Averages, year ending March 31, 1911.

Mileage of railway	
Engine mileage	1,455·63
Total train mileage	8,904·048
Total car mileage	6,970·346
	97,506·352
Ratio of earnings to gross earnings—	Per cent.
Revenue from transportation	98·05
Revenue from operation other than transportation	1·95
Gross earnings per mile of railway ..... Dollars	6,776·30
" engine mile ..... "	1·11
" train mile ..... "	1·42
" car mile ..... Cents	10·12
Ratio of expenses to gross earnings	Per cent.
Maintenance of Way and Structures	18·29
" Equipment	22·55
Traffic expenses	1·99
Transportation expenses	52·20
General expenses	2·26
Expenses per train mile—	Cents.
Maintenance of Way and Structures	25·88
" Equipment	51·91
Traffic expenses	2·82
Transportation expenses	73·87
General expenses	3·19
Expenses per mile of railway —	Dollars.
Maintenance of Way and Structures	1,239·39
" Equipment	1,527·80
Traffic expenses	134·81
Transportation expenses	3,537·40
General expenses	152·93
Locomotive and car repairs per locomotive and car—	Dollars.
Locomotives	1,585·65
Passenger cars	615·06
Freight cars	45·26

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY OF CANADA.

Statement of Receipts 1910-11.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1910	$ cts.	$ cts.	$ cts.	$ cts.
April	223,675 84	563,502 99	63,302 67	850,481 50
May	212,529 19	515,131 66	40,578 92	768,239 77
June	263,678 76	524,270 22	50,122 64	838,071 62
July	318,026 68	484,684 36	52,767 92	855,478 96
August	353,587 99	507,987 93	48,372 14	909,948 06
September	338,829 82	523,713 77	55,476 22	918,019 81
October	254,826 10	548,251 67	54,006 93	857,084 70
November	187,774 60	586,994 88	62,371 84	837,141 32
December	212,035 06	552,657 33	64,336 94	829,028 33
1911—				
January	177,710 66	465,391 02	48,312 13	691,413 81
February	152,079 09	470,552 47	49,943 36	672,574 92
March	204,666 03	601,457 36	30,177 21	836,300 60
1910-11	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1909-10	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99

S. L. SHANNON,
Comptroller and Treasurer.

W. H. Estano,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

Passenger Statement 1910-11.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1910—						
April	231,191	6,054,759	20,650	7,509,959	251,841	13,564,718
May	247,389	7,483,577	20,380	4,552,548	267,769	12,036,125
June	256,209	10,440,524	20,644	4,120,647	276,853	14,561,171
July	314,140	12,389,161	31,449	4,659,760	345,589	17,048,921
August	347,913	13,126,527	31,543	6,079,245	379,456	19,205,772
September	290,312	13,452,386	31,518	5,977,085	321,830	19,429,471
October	235,707	8,925,762	25,269	4,596,070	260,976	13,521,832
November	208,380	6,578,041	16,220	3,286,325	224,600	9,864,366
December	247,487	8,204,097	18,044	3,815,063	265,531	12,019,160
1911—						
January	202,800	5,972,780	17,859	3,876,707	220,659	9,849,487
February	176,161	5,227,037	11,866	3,194,318	188,027	8,421,355
March	210,746	6,377,687	19,018	6,481,157	229,764	12,858,844
1910-11	2,968,435	104,232,338	264,460	58,148,884	3,232,895	162,381,222
1909-10	2,873,547	103,138,341	248,777	49,000,468	3,122,324	152,138,809

S. L. SHANNON,
Comptroller and Treasurer.

W. H. Estan,o
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

Freight Statement 1910–11.

Months.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1910—						
April	275,837	62,085,180	79,762	42,441,358	355,599	104,526,538
May	247,993	53,368,396	71,540	35,118,297	319,533	88,486,693
June	250,125	50,105,122	68,004	34,100,151	318,129	84,205,273
July	231,490	41,711,909	61,725	28,486,052	293,215	70,197,961
August	249,393	45,792,720	89,713	40,145,469	339,106	85,938,189
September	259,526	42,176,844	81,716	37,563,872	341,242	79,740,716
October	265,023	46,344,948	88,099	44,167,961	353,122	90,512,909
November	289,105	48,193,491	102,664	51,310,251	391,769	99,503,742
December	240,988	39,464,349	117,468	61,325,339	358,456	100,789,688
1911—						
January	232,954	46,623,736	81,262	42,476,107	314,216	89,099,843
February	239,174	50,803,966	71,165	36,687,741	310,339	87,491,707
March	363,829	65,533,195	102,845	54,608,075	466,674	120,141,270
1910–11	3,085,437	592,203,856	1,015,963	508,430,673	4,101,400	1,100,634,529
1909–10	2,958,642	561,569,064	968,598	505,424,693	3,927,240	1,066,993,757

S. L. SHANNON,
Comptroller and Treasurer.

W. H. Estano,
Traffic Auditor.

INTERCOLONIAL RAILWAY OF CANADA.

Descriptive Statement of Freight transported during the year ended March 31, 1911.

—	Number.	Tons.
Barrels flour	1,696,280	169,628
Bushels grain	5,080,848	111,667
Live stock	113,976	20,961
Sup. feet lumber	647,327,499	897,819
Coal and other fuel	..	1,098,347
Manufactured goods	..	1,229,318
All other articles	..	573,660
Total	..	4,101,400

S. L. SHANNON,
Comptroller and Treasurer.

W. H. Estano,
Traffic Auditor.

COMPARATIVE STATEMENT of Principal Revenue Producing Freight carried over the Intercolonial Railway in 1909-10 and 1910-11.

Description.	Year ended 31st March, 1910.	Year ended 31st March, 1911.
	Tons.	Tons.
Product of Agriculture :		
Grain	155,484	111,667
Flour	160,817	169,628
Potatoes	31,222	20,332
Hay	72,229	58,354
Apples, fruits and vegetables	18,855	13,487
Other mill products	31,511	46,749
Cotton	3,723	5,791
Products of Animals :		
Hogs and horses	8,898	8,174
Sheep and cattle	9,768	11,034
Lambs	1,967	1,753
Dressed meats	18,439	15,028
Poultry and game	411	954
Fish	27,887	36,737
Oysters	1,053	2,433
Wool	1,642	1,590
Hides and leather	6,667	6,860
Products of Mines :		
Coal and coke	1,050,362	1,039,722
Ore	5,740	22,382
Sand, stone, etc	184,673	175,080
Salt	8,898	12,661
Slate and granite	1,548	1,161
Phosphate	15,351	10,292
Products of Forests :		
Lumber	416,774	529,950
Bark	15,835	13,874
Cord wood	48,751	58,625
Pulp wood	185,385	183,534
Wood pulp	39,072	42,086
Shingles	78,930	70,696
Other forest products	259,002	113,659
Manufactures :		
Petroleum and oils	27,537	35,363
Sugar	62,571	52,192
Iron and steel rails	88,481	108,549
Iron, pig and bloom	138,468	64,867
Wire rods	91,389	90,475
Steel billets	89,416	135,096
Other castings and machinery	75,419	111,615
Bar and sheet metals	12,659	46,031
Brick, lime and cement	107,199	103,027
Agricultural implements	7,585	12,273
Furniture	5,825	9,638
Immigrants' effects	1,821	1,175
Miscellaneous	357,963	543,523
Grand total	3,927,240	4,101,400

(Sgd.) S. L. SHANNON,
Comptroller and Treasurer.

(Sgd.) W. H. ESTANO,
Auditor of Traffic.

INTERCOLONIAL RAILWAY.

STATEMENT showing quantity of the under-mentioned articles carried over the I. R. C. during fiscal year ended March 31, 1911.

Articles.	Via Montreal.	Via St. Rosalie.	Via St. John.	For Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound	1,293	532	.....	24,166	25,991
Refined sugar, west bound	9,368	6,326	947	25,026	41,667
European freight, west bound	10,500	4,362	27	33,755	48,644
" east bound	17,107	2,858	6,900	97,021*	123,886*
	Bush.		Bush.		Bush.
Grain for shipment	233,839	.....	2,000	.....	235,839
	Tons.	Tons	Tons.	Tons.	Tons.
Fresh fish	4,300	1,216	2,733	6,161	14,410
Salt fish	3,590	893	1,933	9,130	15,546
Coal	180	90	633	983,921	984,824

* Includes 74,846 tons deals.

S. L. SHANNON,
Comptroller and Treasurer.

W. H. ESTANO,
Traffic Auditor.

INTERCOLONIAL RAILWAY.

STATEMENT of Coal shipped over the I. R. C. during fiscal year ended March 31, 1911.

From	For the West.			For Local Stations.	Total.
	Via St. John.	Via St. Rosalie.	Via Montreal.		
	Tons.	Tons.	Tons.	Tons.	Tons.
Stellarton	340	90	180	430,522	431,132
Westville	.....	.....	.....	32,730	32,730
New Glasgow	.....	.....	.....	70,176	70,176
North Sydney	293	.....	.....	44,442	44,735
Sydney	.....	.....	.....	11,570	11,570
Point Tupper	.....	.....	.....	101,836	101,836
Maccan	.....	.....	.....	202,838	202,838
Norton	.....	.....	.....	41,476	41,476
Coal Branch	.....	.....	.....	83	83
Harcourt	.....	.....	.....	7,340	7,340
Springhill	.....	.....	.....	40,908	40,908
	633	90	180	983,921	984,824

S. L. SHANNON,
Comptroller and Treasurer

W. H. ESTANO,
Traffic Auditor.

STATEMENT of Ocean Borne Passenger Business done at the Port of Halifax during the year ending March 31, 1911.

Name of Steamer.	Number of Passengers.			
	1st	2nd	Steerage.	Total.
C.P.R. SS. Line				
Empress of Ireland	147	82	28	257
Empress of Britain	105	16	24	145
Allan Line—				
Corsican	147	1,348	3,461	4,956
Pretorian		265	711	976
Virginian	156	1,020	2,131	3,307
Hesperian	129	742	2,428	3,299
Tunisian	140	865	2,785	3,790
Numidian		228	372	600
Victorian	174	1,081	2,267	3,522
Mongolian	45	328	1,291	1,664
Parisian		398	301	699
Carthaginian	61	225	888	1,174
Siberian	31	92	670	793
Grampian	41	681	1,743	2,465
Corinthian		268	437	705
Lake Erie		157	252	409
Sicilian		99	504	603
Ionian		383	760	1,143
North German Lloyd & Hamburg American Line—				
Brandenburg			315	315
Palianza			622	622
Badenia			319	349
Pisa			232	232
Royal Line—				
Royal Edward	79	479	1,333	1,891
Royal George	111	467	1,459	2,037
Dominion Line—				
Canada		480	807	1,287
Southwark		139	761	900
Laurentic	7	29	48	84
Dominion		147	339	486
Megantic	62	356	812	1,230
	1,435	10,375	28,130	39,940

(Sgd.) TIFFIN,
General Traffic Manager.

MONCTON, N.B.,
July 5, 1911.

INTERCOLONIAL RAILWAY.

OFFICE OF THE ENGINEER OF MAINTENANCE.

To the Canadian Government Railways Managing Board,
Moncton, N.B.

GENTLEMEN,—I beg leave to submit the following annual report for the maintenance of the Windsor Branch Railway for the year ending March 31, 1911.

TRACK.

During the year 3,401 feet of 56-lb. and 58-lb. rails were taken out of track and the same quantity of 67-lb. rails were relaid.

TIES.

During the year 11,898 ordinary ties and 4 sets of switch ties were renewed.

SEMAPHORES AND SWITCHES.

Necessary repairs were made to switches and semaphores on the line.

FENCES.

Necessary repairs were made to existing fences on branch.

WHARFS AND TRESTLES.

Necessary repairs were made to all wharfs and trestles.

BRIDGES AND CULVERTS.

During the year the following bridges and culverts were repaired on the branch:—
Sackville, bridge; Sharps, bridge; Stillwater, culvert.

BUILDINGS AND PLATFORMS.

During the year the following buildings and platforms were repaired:—
Windsor, engine house; Windsor, station; Windsor, platform; Windsor, lumber shed; Newport, freight shed; Newport, station; Mount Uniacke, station; Mount Uniacke, platform; Hartsville, platform.

Necessary repairs were made to hand-cars, trollies, and the track on Windsor branch, with the bridges and structures have been kept in good repair during the year.

I am, yours faithfully,

T. C. BURPEE.

ENG. OF MAINTENANCE OFFICE,
MONCTON, N.B.,
May 15, 1911.

SESSIONAL PAPER No. 20

STATEMENT of Ocean Borne Passenger Traffic done at the Port of Halifax during the year ended March 31, 1911.

Name of Steamer.	Number of Passengers.			
	1st.	2nd.	Steerage.	Total.
Uranium Line—				
Campania		26	1,574	1,600
Uranium		41	1,434	1,475
Sicilian Prince			388	388
Volturno		46	1,856	1,902
Campanello		33	1,216	1,249
Carried forward	1,435	10,375	28,130	39,940
Total	1,435	10,521	34,598	46,554

STATEMENT of Ocean Borne Passenger Business done at the Port of St John, N.B., during the fiscal year ending March 31, 1911.

Line of Steamers.	Number of Passengers			
	1st.	2nd.	Immigrants.	Total.
Donaldson Line—				
Cassandra	27		444	471
Athenia	15		125	140
Saturnia	3		108	111
C. P. R. Line—				
Lake Michigan			107	107
Lake Manitoba	1		16	17
Empress of Ireland			11	11
Lake Erie			1	1
Mount Temple			84	84
Empress of Britain			1	1
Montreal			15	15
Montfort			46	46
Montezuma			8	8
Lake Champlain			4	4
Allan Line—				
Grampian		1	12	13
Corsican		1	8	9
Virginian	2		12	14
Pomeranian			11	11
Tunisian			10	10
Victorian	2	1	28	31
Hesperian	1		3	4
Sardinian	1	27		28
Total	52	30	1,054	1,136

STATEMENT of Ocean Borne Passenger Business done at the Port of Quebec, during the year ended March 31, 1911.

Name of Steamer.	Number of Passengers.		
	1st.	Immigrants.	Total.
Allan Line	100	461	561
C. P. R. Line	19	257	276
Dominion "	71	119	190
Thomson "		30	30
Canada "	3	43	46
Donaldson "	11	33	44
Royal "	33	83	116
Total	237	1,026	1,263

STATEMENT of Ocean Borne Freight Traffic via Halifax for the year ended March 31, 1911.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Elder Dempster Co.	3,794	1,294¼
Furness, Withy Co.	15,164⅝	67,395¾
Pickford & Black	17,883¼	26,026½
Allan Line	17,369¼	4,308½
Manchester Line	1,211	4,102
Can. Northern SS. Co.	5,289	6,187
Dominion White Star Line	141⅜	
Uranium SS. Co.	122½	44½
C. P. R. SS. Line	71⅝	581½
Plant SS. Co.	1,690	308½
Red Cross SS. Co.	830	689½
St. Pierre Line		5
Tramp steamers	8,731	20,105⅝
Total	72,298¾	131,049¼

STATEMENT of Ocean Borne Freight Traffic via St. John for the year ended March 31, 1911.

Line of Steamers.	Import.	Export.
	Tons.	Tons.
Donaldson Line	4,867	1,386
Allan Line	3,669	8,112
Manchester Line	2,729	1,837
C. P. R. Line	1,988	7,177
Canada Line	1,175	90
Eld. Dempster	981	6,714
Head Line	264	987
Furness Line	123	656
Pickford & Black	32	41
Total	15,828	27,030

No. 1.—WINDSOR BRANCH RAILWAY.

REVENUE ACCOUNT year ended March 31, 1911.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structure. ..	17,797 98	Passenger earnings	15,739 28
Balance	30,393 45	Freight earnings	31,300 31
		Mail earnings	1,151 84
	48,191 43		48,191 43

E. & O. E.

S. L. SHANNON,
Comptroller.

MONCTON, N.B.

No. 2.—WINDSOR BRANCH RAILWAY.

MAINTENANCE of Way and Structures, year ended March 31, 1911.

	$ cts.
Superintendence	1,893 65
Ballast	148 71
Ties	2,349 35
Rails	488 47
Other track material	1,162 86
Roadway and track	8,826 97
Removal of snow, sand and ice	582 35
Bridges, trestles and culverts	432 28
Grade crossings, fences, cattle guards and signs	244 34
Signals and interlocking plants	2 75
Buildings, fixtures and grounds	1,368 82
Roadway tools and supplies	127 38
Stationery and printing	35 57
Other expenses	134 48
	17,797 98

E. & O. E.

S. L. SHANNON,
Comptroller.

MONCTON, N.B.

No. 3.—WINDSOR BRANCH RAILWAY.

GENERAL BALANCE, year ended March 31, 1911.

Dr.	$ cts.	Cr.	$ cts.
To Stores Department	1,880 33	By Dominion account	1,880 33

E. & O. E.

S. L. SHANNON,
Comptroller.

MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.

SUPERINTENDENT'S OFFICE,

CHARLOTTETOWN, P.E.I., May 10, 1911.

SIR,—I have the honour to submit the following report of the working of the Prince Edward Island Railway, for the fiscal year ended March 31, 1911.

I also inclose the report of the mechanical superintendent, and the following statements prepared by the accountant and auditor, and the mechanical accountant and storekeeper:—

No. 1. Capital.
2. Revenue.
3. Maintenance of way and structures.
4. Maintenance of equipment.
5. Traffic expenses.
6. Transportation expenses.
7. General expenses.
8. General stores.
9. General balance.
10. Statement of averages.
Statement of receipts.
Passenger statement.
Freight statement.
Descriptive statement of freight transported.

A. Statement showing the number of locomotives and the various classes of cars.

B. Statement showing the mileage made, and the coal, oil and waste consumed by locomotives.

The mileage of the railway in operation during the year was the same as last year, 267·5 miles.

CAPITAL ACCOUNT.

The expenditure to March 31, 1910, was		$8,465,364 91
The additions during the year were as follows:—		
To increase accommodation at Charlottetown	$17,056 22	
Branch line Harmony to Elmira	72,278 09	
New engine house, Georgetown	4,986 25	
		94,320 56
Making the total on March 31, 1911		$8,559,685 47

The above expenditure under the head of capital account, for the current year, will be more fully explained by the chief engineer.

REVENUE ACCOUNT.

The revenue still continues to increase, and this is a very good index of the prosperity of the province in general.

The gross earnings and working expenses for the year compare as follows:—

Gross earnings	$ 337,419 55
Working expenses	424,104 00
Difference	$ 86,684 45

The gross earnings compare with the previous year as follows:—

In 1909-10	$ 319,074 74
1910-11	337,419 55
Increase	18,344 81

The earnings from passenger traffic compare as follows:—

In 1909-10	$ 140,076 83
1910-11	142,503 41
Increase	$ 2,426 58

The earnings from freight traffic compare as follows:—

In 1909-10	$ 153,373 11
1910-11	158,841 61
Increase	5,468 50

The earnings from mails and sundries compare as follows:—

In 1909-10	$ 25,624 80
1910-11	36,074 53
Increase	$ 10,449 73

The number of passengers carried compare as follows:—

	Number.
In 1909-10	351,038
1910-11	356,761
Increase	5,723

The weight of freight compares as follows:—

	Tons.
In 1909-10	105,741
1910-11	108,263
Increase	2,522

WORKING EXPENSES.

The working expenses compare with the previous year as follows:—

In 1909-10	$ 427,283 73
1910-11	424,104 00
Decrease	3,179 73

The averages compare with the previous year as follows:—

Per Mile Run by Locomotives.

	Cents.
In 1909-10	96·05
1910-11	93·81

Per Mile Run by Trains.

	Cents.
In 1909-10	132·07
1910-11	127·86

Expenditure per Mile of Railway.

In 1909-10	$ 1,600 31
1910-11	1,588 40

TRACK.

Thirty-five thousand, seven hundred and seventy-eight track ties, 26 sets switch ties, and 48 head-blocks and frames were renewed.

Three Burpee switch-stands were put in track to replace wooden ones.

Fifty pound steel rails were used as follows:—1,920 feet in laying new sidings in Charlottetown yard, 288 feet on pits in new engine house, 1,008 feet in laying track for storing wheels, and 480 feet in relaying track to Steam Navigation Company's wharf at Charlottetown.

Rails were relaid in the following places:—1,650 feet 56-lb. steel rails in main line at Charlottetown, to replace 50-lb. rails which were in bad order; 5,280 feet 56-lb. steel rails on main line between Winsloe and Milton, to replace 50-lb. rails; 2,500 feet 56-lb. steel rails on main line at North Wiltshire; 3,840 feet 56-lb. steel rails on main line at Hunter River; 700 feet 56-lb. steel rails on main line at Elliott's; 9,280 feet 50-lb. steel rails on Cape Traverse branch, to replace 56-lb. rails which were in bad order; 1,200 feet 50-lb. steel rails in Summerside yard; 250 feet 50-lb. steel rails in Tignish yard; 4,320 feet 50-lb. steel rails on Vernon River loop to replace 56-lb. rails, which were in bad order; 800 feet 50-lb. steel rails on main line at Montague; and 2,880 feet 50-lb. steel rails and 4 frogs laid in yard at Georgetown to replace iron rails. One thousand, seven hundred and sixty feet 50-lb. steel rails were laid in Souris yard, and 705 feet 56-lb. steel rails used on circle in new engine house, at Charlottetown.

Twenty-two hand cars were rebuilt.

SIDINGS.

At Alberton 1,628 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Bloomfield 744 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At O'Leary 744 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Conway 3,000 feet of 50-lb. steel rails were laid on Y to replace iron rails.

At Richmond 768 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Wellington 336 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Summerside 1,870 feet of 50-lb. steel rails were laid on sidings to replace iron rails

At Kensington 384 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Emerald 1,800 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At North Wiltshire 864 feet of 50-lb. steel rails were laid on sidings to replace iron rails.

At Fodhla 500 feet of 50-lb. steel rails were laid down as a new siding.

At Selkirk 1,008 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At St. Peter's 240 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Morell 345 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Lot 40 264 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Mt. Stewart 1,718 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Bedford 908 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Perth 672 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At 48 Road 540 feet of 50-lb. steel rails were laid on siding to replace iron rails.

At Cardigan 1,620 feet of 50-lb. steel rails were laid on siding to replace iron rails.

FENCING.

Thirty-four thousand, one hundred and fifty-nine feet of fence were rebuilt with new cedar posts and Page wire. Three thousand, five hundred and ninety feet of stationary snow fence, and 765 feet woven wire fence were rebuilt. Two hundred and sixty-seven panels portable snow fence were built by our own men, and placed where most needed. A large quantity of temporary snow fence was erected with brush and other material.

Fifty farm gates were renewed.

All fences that needed repairing were attended to during the summer, and put in as good order as possible.

BALLASTING.

Nine hundred and eighty-five cars ballast were distributed where needed badly. Fifty-five cars cinders were distributed and used for ballast. Three hundred cars of clay were used to grade station ground, and in widening embankments.

BRIDGES.

At Tignish the iron-work of Pig Brook bridge was scraped and painted, also the iron-work of Harper's bridge.

At Alberton the iron-work of Huntley River bridge was scraped and painted.

At Bloomfield the iron-work of Trout Brook bridge was scraped and painted.

At Ellerslie a new covering of hard pine ties was placed on bridge, and iron-work was scraped and painted.

At Richmond an iron bridge plate girder, 24 feet long, built on stone abutments, was put in to replace wooden bridge, which was becoming unsafe. Bridge also received a new top covering of hard pine ties, and the iron-work was painted.

At Wellington iron-work of bridge was scraped and painted.

At Brudenell repairs were made to stone abutments of bridge.

All bridges requiring repairs received attention.

CULVERTS.

At O'Leary a new concrete pipe culvert, 20 feet long, of 24-inch pipe, was put in to replace one that was too small to carry the current of water at this place, the one removed having been used in another place on the same section. Two small cast-iron pipe culverts were also put in to drain surface water.

At Ellerslie a concrete pipe culvert, 22 feet long, of 18-inch pipe, was put in.

At St. Teresa a concrete pipe culvert, 18 feet long, of 12-inch pipe, was put in.

At Mt. Stewart a concrete pipe culvert, 25 feet long, of 18-inch pipe, was put in.

At St. Peter's a concrete pipe culvert, 18 feet long, of 12-inch pipe, was put in, also one 30 feet long, of 12-inch pipe.

At Georgetown two concrete pipe culverts, one 100 feet long and the other 70 feet in length, of 18-inch pipe, were put in. A wooden culvert, 20 feet long, was built.

At Harmony a concrete pipe culvert, 22 feet long, of 18-inch pipe, was put in.

Twenty-four wooden culverts were rebuilt with hemlock and other timber, and all stone culverts repaired where necessary.

Sixty cattle-guards were rebuilt with hemlock ties, hard pine stringers, and hemlock wall plates.

WHARFS AND BREASTWORKS.

At Alberton general repairs were made to the wharf. The material used for this purpose was: 36 hardwood piles, 10 creosoted piles, 11,276 feet hemlock timber, 3,560 superficial feet hemlock deal, 300 butt bolts, 4 cars old ties, and 5 cars of ballast.

At Summerside in repairing the wharf the following material was used: 30 hemlock piles, 12,290 superficial feet hemlock deal, and 6 kegs nails. In rebuilding 200 feet of breastwork along the west end of town the following were used: 13,780 superficial feet hemlock timber, 3,000 superficial feet 3-inch hemlock deal, and 400 butt bolts.

At Charlottetown the wharf was ballasted, and track under new freight-house raised and graded.

At Mt. Stewart, in putting a new covering on wharf, 4,000 superficial feet of 3-inch deal, 100 butt bolts, and 2 kegs nails were used.

At Marie 380 feet of new breastwork, 6 feet high, was built with old ties and stone.

At Georgetown three slips in the wharf were lowered, and repairs made to wharf under the warehouse. The following material was used in this work: 5,600 superficial feet hemlock timber, 1,000 superficial feet hemlock deal, 1,000 superficial feet 2-inch hemlock deal, 200 butt bolts, and 4 kegs nails.

BUILDINGS AND PLATFORMS.

Tignish.—One side of freight-house roof was shingled. New gutters were placed on agent's dwelling and station, new doors in freight-house, new hatches on coal hoist, and a new flew in section tool-house. Cellar of agent's dwelling was partly concreted. Engine-house was repaired, and walls of freight-shed and coal-shed painted.

Harper's.—A new station platform was made.

DeBlois.—A new station, 16 x 26 feet, was built by our track carpenters, and the interior and exterior of it painted. A new station platform was provided.

St. Louis.—A new station platform was provided.

Alma.—A new station, 16 x 26 feet, was built by our track carpenters, and painted. A station platform was made.

Alberton.—A section tool-house was rebuilt, and all switches in yard painted.

Pisquille.—Station windows were repaired.

Bloomfield.—Doors and windows of station were repaired.

Howlan.—A new station platform was provided.

Coleman.—A new station platform was built.

West Devon.—Station windows were repaired.

Port Hill.—Station platform was repaired.

Northam.—A new station platform was provided.

Ellerslie.—A new station platform was built, and a new cattle-pen erected.

O'Leary.—Station windows were repaired.

Summerside.—A new sidewalk was laid to wharf. Station platform was rebuilt. Cattle-pen and tank were repaired. Station was repaired, and new outside windows provided for it. In agent's dwelling 4 ceilings were whitened, the hall papered, and kitchen kalsomined.

Kensington.—A new station platform was provided.

Freetown.—A new station platform was built.

Emerald.—A new station platform was built.

Cape Traverse.—A new cattle-pen was built.

Beadalbane.—Doors and windows of station were repaired.

Hunter River.—One side of roof of agent's dwelling was shingled.

Royalty Junction.—Doors and windows of station were repaired.

Charlottetown.—A new addition to store building, 20 x 40 feet, was built by our track carpenters, and the whole building painted both inside and outside. A new coal-shed was built in connection with power-house, and the outside of it painted. A new building was built for the yardmaster and his men, and painted. The warehouse on the wharf was straightened up, as the foundation had become unsettled.

Mt. Stewart.—The station platform was repaired. A new storm door was placed on agent's dwelling, and repairs made to doors and windows. A new door was placed on tank.

Dundee.—Shelter was repaired.

Morell.—Office was painted, and ceilings of station whitened.

St. Peter's.—A new foundation was put under station, and new floors in waiting-room and office. Office was sheathed, waiting-room and office were painted, and a new door provided in the waiting-room. Station roof was shingled, and building painted outside.

Bear River.—New shelves and a new cash drawer were placed in the office.

New Zealand.—Shelter was repaired.

Ashton.—The old station at Harmony was removed to Ashton and rebuilt, and painted. This was done in order to replace the station destroyed by fire at this place.

Souris.—An extension was built to engine-house, comprising new pockets on sides 40 feet long, 7 feet wide, and front 20 feet long, 4 feet out, and handles and a new railing placed on turn-table. Engine-house was painted outside, and new doors placed on it, also the roof repaired. A new foundation was made under the track scales, and a new covering of Flintkote roofing placed on warehouse on wharf. A new station platform, 50 feet long, was provided. Agent's dwelling and station were repaired.

Harmony.—New locks were placed on station doors.

48 Road.—Station was provided with a new door and window.

Cardigan.—Doors and windows of station were repaired.

Georgetown.—A new three stall engine-house was built. Doors and windows of station were repaired, and doors changed in engine-house.

Lake Verde.—Locks were placed on tank, and doors repaired.

Vernon.—Doors and windows of station were repaired.

Surrey.—A new door and window were placed on station.

Murray Harbour.—Doors of engine-house were repaired, and a new Nun signal placed on station.

All other buildings requiring repairs, in addition to those above mentioned, were attended to.

STORES.

The value of stores purchased was		$135,912 71
The value of stores used was		137,968 82
The value of material sold was		10,810 09
The value of stores on hand at the end of the year was:—		
Miscellaneous	$ 33,699 45	
Fuel	18,044 18	
Roadway and bridge material	9,263 42	
		$ 61,007 05

GENERAL.

The rolling stock, roadbed and buildings have all received generous attention, and are in a state of efficiency.

I inclose a return of casualties which occurred during the year.

I have the honour to be, sir,

Your obedient servant,

G. A. SHARP,
Superintendent.

D. POTTINGER, Esq., I.S.O.,
Assistant Chairman, Govt. Railways Managing Board,
Moncton, N.B.

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE CHIEF ENGINEER.

MONCTON, N.B., June 5, 1911.

SIR,—I have the honour to submit the following report on capital account expenditure for the fiscal year ending March 31, 1911.

TO INCREASE ACCOMMODATION AT CHARLOTTETOWN.

During the year the following work was done under this appropriation:—

570 lineal feet of new breastwork 7 feet high was built along the water front.

The new 55-foot turntable was delivered and erected in place complete.

Rails were laid on the pits in the new Engine-house.

500 feet of track was put in for storing wheels.

An addition was built to the power-house coal-shed.

A new addition 60 x 30 was built to the existing stores building, and finished inside with shelves, counters, &c., and heated by steam from the power-house.

A fence was built in front of the store building.

A small shed to store shavings from the carpenter shop was provided.

Four new scrap bins were also provided.

A new office was built for the yardmaster. Part of the pond adjoining the yard was filled in. The grading and ballasting and rearrangement of the yard was completed, and 2,480 lineal feet of new track laid.

The foundation under the freight shed on the railway wharf was added to.

Engine-house at Georgetown.

A new 3 stall wooden engine-house was provided.

Branch Line, Harmony to Elmira.

The way stations at Harmony and Baltic Road were completed and the grounds around them graded.

Shelters were built at New Harmony Road and Munns Road.

The freight shed, coal shed and 2 stall engine-house and turntable ring wall at Elmira were completed.

A contract was let for a passenger station at Elmira.

The concrete culverts were all completed except one.
About 25 per cent of the grading for this line is done.
The right of way has been paid for with the exception of two lots.

I have the honour to be, sir,

Your obedient servant,

WM. B. MACKENZIE,
Chief Engineer.

D. POTTINGER, Esq., I.S.O.,
Asst. Chairman, Govt. Rys. Managing Board,
Moncton, N.B.

No. 4.—WINDSOR BRANCH RAILWAY.

STATEMENT of Monthly Receipts—One-third Earnings.

Month.	Passenger Earnings.	Freight Earnings.	Mail Earnings.	Totals.
1910	$ cts.	$ cts.	$ cts.	$ cts.
April	883 42	2,501 24	95 68	3,480 34
May	1,043 05	1,972 40	95 68	3,111 13
June	1,378 30	2,005 47	95 68	3,479 45
July	1,805 61	1,791 80	96 90	3,694 31
August	2,206 71	1,881 84	96 90	4,185 45
September	2,536 28	3,251 39	96 92	5,884 59
October	1,690 88	3,764 87	96 90	5,552 65
November	945 64	3,984 31	96 91	5,026 86
December	1,119 52	2,869 68	96 91	4,086 11
1911—				
January	742 97	2,572 82	94 45	3,410 24
February	665 50	2,215 72	94 45	2,975 67
March	721 40	2,488 77	94 46	3,304 63
	15,739 28	31,300 31	1,151 84	48,191 43

E. & O. E.
MONCTON, N.B.

(Sgd.) S. L. SHANNON,
Comptroller.

No. 1. PRINCE EDWARD ISLAND RAILWAY.

Capital Account, Twelve Months ended March 31, 1911.

1910.	Dr.	$ cts.	$ cts.	1910.	Cr.	$ cts.
March 31.	To cost of P. E. I. Railway to date		8,465,364 91	March 31.	By Dominion of Canada	8,465,364 91
1911.				1911.		
March 31.	To increase accommodation at Charlottetown.	17,056 22		March 31.	By Dominion of Canada	94,320 56
	Branch line—Harmony to Elmira	72,278 09				
	New engine house, Georgetown	4,986 25				
			94,320 56			
			8,559,685 47			8,559,685 47

E. & O. E.

Charlottetown, P.E.I.

Wm. T. HUGGAN,
Accountant and Auditor.

No. 2.—PRINCE EDWARD ISLAND RAILWAY.

Revenue Account, Twelve Months ended March 31, 1911.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	117,249 08	Passenger earnings	142,503 41
Maintenance of equipment	81,529 50	Freight earnings	158,841 61
Traffic expenses	1,159 68	Mails and Express earnings	25,513 77
Transportation expenses	210,396 42	Miscellaneous earnings	10,560 76
General expenses	13,769 32		
			337,419 55
		Balance	86,684 45
	424,104 00		424,104 00

E. & O. E.

Charlottetown, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

No. 3.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Way and Structures, Twelve Months ended March 31, 1911.

		$ cts.
No. 1.	Superintendence	3,023 93
2.	Ballast	2,779 94
3.	Ties	13,435 54
4.	Rails	6,758 19
5.	Other track material	3,369 90
6.	Roadway and track	61,596 72
7.	Removal of snow, sand and ice	4,012 01
9.	Bridges, trestles and culverts	2,155 32
11.	Grade crossings, fences, cattle guards and signs	5,269 16
12.	Snow and sand fences and snow sheds	519 63
13.	Signals and interlocking plants	29 75
14.	Telegraph and telephone lines	68 44
16.	Buildings, fixtures and grounds	7,936 31
17.	Docks and wharfs	2,996 83
18.	Roadway tools and supplies	2,737 80
20.	Work equipment, renewals	62 79
23.	Stationery and printing	304 82
25.	Other expenses	192 00
		117,249 08

E. & O. E.

Charlottetown, P.E.I.

W. T. HUGGAN,

Accountant and Auditor.

No. 4.—PRINCE EDWARD ISLAND RAILWAY.

Maintenance of Equipment, Twelve Months ended March 31, 1911.

		$ cts.
No. 28.	Superintendence	6,779 18
29.	Steam locomotives—repairs	30,941 24
35.	Passenger train cars—repairs	15,035 78
36.	Passenger train cars—renewals	4,549 89
38.	Freight train cars—repairs	10,455 80
39.	Freight train cars—renewals	622 38
47.	Shop machinery and tools	3,711 24
50.	Stationery and printing	388 98
52.	Other expenses	6,885 61
54.	Work equipment—repairs	2,159 40
		81,529 50

E. & O. E. (Sgd). W. T. HUGGAN,
Charlottetown, P.E.I. *Accountant and Auditor.*

No. 5.—PRINCE EDWARD ISLAND RAILWAY.

Traffic Expenses, Twelve Months ended March 31, 1911.

		$ cts.
No. 57.	Superintendence	43 00
58.	Outside agencies	151 00
59.	Advertising	936 68
60.	Stationery and printing	29 00
		1,159 68

E. & O. E. (Sgd). W. T. HUGGAN,
Charlottetown, P.E.I. *Accountant and Auditor.*

No. 6.—PRINCE EDWARD ISLAND RAILWAY.

Transportation Expenses, Twelve Months ended March 31, 1911.

		$ cts.
No. 66.	Superintendence	5,968 39
67.	Despatching trains	2,554 14
68.	Station employees	47,795 52
72.	Station supplies and expenses	5,464 65
73.	Yardmasters and their clerks	2,137 78
74.	Yard conductors and brakemen	2,096 27
76.	Yard supplies and expenses	54 22
77.	Yard enginemen	4,956 61
78.	Enginehouse expenses—yard	1,069 21
79.	Fuel for yard locomotives	3,316 47
80.	Water for yard locomotives	47 50
81.	Lubricants for yard locomotives	125 63
82.	Other supplies for yard locomotives	104 98
86.	Road enginemen	24,044 25
87.	Enginehouse expenses—road	10,960 60
88.	Fuel for road locomotives	41,094 98
89.	Water for road locomotives	1,645 30
90.	Lubricants for road locomotives	1,031 48
91.	Other supplies for road locomotives	979 77
94.	Road trainmen	33,210 97
95.	Train supplies and expenses	6,566 42
96.	Interlockers, block and other signal—operation	7 70
98.	Drawbridge operation	712 74
99.	Clearing wrecks	248 07
100.	Telegraph and telephone—operation	7,861 11
101.	Operating floating equipment	162 18
103.	Stationery and printing	5,546 63
105.	Other expenses	9 00
106.	Loss and damage—freight	549 83
107.	Loss and damage—baggage	1 00
108.	Damage to property	29 50
109.	Damage to stock on right of way	5 00
110.	Injuries to persons	8 52
		210,396 42

E. & O. E. (Sgd.) W. T. HUGGAN,

Charlottetown, P.E.I. *Accountant and Auditor.*

No. 7.—PRINCE EDWARD ISLAND RAILWAY.

General Expenses, Twelve Months ended March 31, 1911.

		$ cts.
No. 113.	Salaries and expenses of general officers	1,583 25
114.	Salaries and expenses of clerks and attendants	6,315 58
115.	General office supplies and expenses	441 80
116.	Law expenses	24 15
118.	Relief department expenses	4,522 14
120.	Stationery and printing	649 42
121.	Other expenses	232 98
		13,769 32

E. & O. E. (Sgd.) W. T. HUGGAN,

Charlottetown, P.E.I. *Accountant and Auditor.*

No. 8.—PRINCE EDWARD ISLAND RAILWAY.

General Stores Account, Twelve Months ended March 31, 1911.

1910.	Dr.	$ cts	$ cts.
March 31	To balance brought forward		59,366 18
1911.			
March 31	To purchases during the year	135,912 71	
	Charges from other departments	5,175 70	
	Labour, &c	5,053 97	
	Pay rolls	4,337 40	
			150,479 78
			209,785 96
1911.	Cr.		
March 31	By issues during the year		148,778 91
	Balance—Ordinary stores, including stationery	33,699 45	
	Balance—Fuel	18,044 18	61,007 05
	Balance—Roadway and bridge material	9,263 42	

E. and O. E.

Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

No. 9—PRINCE EDWARD ISLAND RAILWAY.

General Balance, Twelve Months ended March 31, 1911.

Dr.	$ cts.	Cr.	$ cts.
General stores	61,007 05	Dominion account	84,361 85
Post Office Department	14,832 13	Rhodes, Curry & Co	390 00
Cash	3,070 96	Unclaimed wages	189 94
Road and equipment (Suspense)	2,938 85	John Simon	30 93
Station agents	2,707 48		
Militia Department	143 02		
Intercolonial Railway	124 52		
Rents account	16 87		
Suspense account	36 55		
Dredge 'Prince Edward'	35 14		
Judge Weatherbie	30 00		
Toronto, Hamilton and Buffalo Ry	0 15		
	84,972 72		84,972 72

E. and O. E

Charlottetown, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

No. 10.—PRINCE EDWARD ISLAND RAILWAY.

Statement of Averages, Year ended March 31, 1911.

Mileage of railway		267
Engine mileage		452,089
Total train mileage		331,680
Total car mileage		2,113,414
Ratio of earnings to gross earnings :—		
Passenger	Per cent.	42 24
Freight	"	47 07
Mails and express	"	10 69
Gross earnings per mile of railway :—	Dollars.	1,263 74
" engine mile	Cents.	74·64
" train mileage	"	101·73
" car mile	"	16·00
Ratio of expenses to gross earnings :—		
Maintenance of way and structures	Per cent.	34·76
Maintenance of equipment	"	24·16
Traffic expenses	"	0·34
Transportation expenses	"	62·35
General expenses	"	4·08
Expenses per train mile :—		
Maintenance of way and structures	Cents.	35 35
Maintenance of equipment	"	24·58
Traffic expenses	"	0·35
Transportation expenses	"	63·43
General expenses	"	4·15
Expenses per mile of railway :—		
Maintenance of way and structures	Dollars	459 14
Maintenance of equipment	"	305 35
Traffic expenses	"	4 35
Transportation expenses	"	788 00
General expenses	"	51 57
Locomotive and car repairs, per locomotive and car :—		
Locomotives	Dollars.	998 10
Passenger cars	"	321 08
Freight cars	"	21 89

E. and O. E.

Charlottetown, P.E.I.

(Sgd.) W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Statement of Receipts.

Months.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
1910.	$ cts.	$ cts.	$ cts.	$ cts.
April	9,322 59	12,919 54	1,881 68	24,123 81
May	7,918 61	14,405 20	1,936 44	24,260 25
June	10,186 24	15,627 87	1,894 19	27,708 30
July	21,338 40	12,910 53	1,970 16	36,219 09
August	18,653 78	11,588 00	2,080 08	32,321 86
September	17,142 44	12,755 45	1,930 93	31,828 82
October	12,703 33	16,182 60	1,914 03	30,829 96
November	10,665 81	19,914 63	1,955 69	32,536 13
December	11,546 44	14,487 23	6,908 75	32,942 42
1911.				
January	8,547 75	7,040 43	2,657 51	18,245 69
February	6,090 65	9,203 47	2,941 86	18,235 98
March	8,387 37	11,806 66	7,973 21	28,167 24
1910-11	142,503 41	158,841 61	36,074 53	337,419 55
1909-1910	140,076 83	153,373 11	25,624 80	319,074 74

E. and O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Passenger Statement.

Months.	Local.		Through.		Total.	
	Number.	Mileage.	Number.	Mileage.	Number.	Mileage.
1910.						
April	27,886	486,003	783	36,376	28,669	522,379
May	23,419	416,067	520	22,755	23,939	438,822
June	23,611	478,446	1,455	66,453	25,066	544,899
July	45,536	1,087,628	3,535	166,919	49,131	1,254,547
August	36,819	807,512	3,915	177,969	40,734	985,481
September	35,237	903,803	3,362	169,675	38,599	1,073,478
October	25,732	427,109	3,373	164,069	29,105	591,178
November	28,565	495,933	1,658	78,347	30,223	574,280
December	33,248	639,695	919	41,891	34,157	681,586
1911.						
January	21,505	464,063	356	17,530	21,861	481,593
February	15,251	332,240	95	4,770	15,346	337,010
March	19,576	466,173	345	17,580	19,921	483,753
1910-11	336,445	7,004,672	20,316	964,334	356,761	7,969,006
1909-10	331,616	7,046,751	19,422	910,612	351,038	7,957,363

E. and O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

Freight Statement.

Months.	1910-11.		1909-10.	
	Tons.	Mileage.	Tons.	Mileage.
April	8,064	268,607	7,989	267,012
May	9,446	353,189	3,147	433,732
June	11,740	395,025	0,756	386,067
July	8,045	286,353	8,385	276,330
August	6,851	264,498	6,766	253,094
September	8,408	289,810	7.711	271,779
October	11,600	60 402	10,433	363,784
November	14,071	69 391	13,277	443,042
December	9,549	335 657	7,682	253,313
January	4,379	162 383	3,956	162,758
February	7,436	260 938	6,634	210,302
March	8,674	331 10	9,005	252,645
	108,263	3,778 063	105,741	3,573,858

E. & O. E.
Charlottetown, P.E.I.

W. T. HUGGAN,
Accountant and Auditor.

PRINCE EDWARD ISLAND RAILWAY.

DESCRIPTIVE STATEMENT OF FREIGHT TRANSPORTED—TWELVE MONTHS ENDED MARCH 31, 1911.

Products of.	Commodity.	Tons.
Agriculture	Grain	14,651
	Flour	3,963
	Other mill products	1,437
	Hay	3,668
	Tobacco	159
	Cotton	58
	Fruit and vegetables	5,008
Animals	Live stock	4,117
	Dressed meats	2,912
	Other packing house products	2,435
	Poultry, game and fish	3,887
	Wool	37
	Hides and leather	1,047
Mines	Anthracite	281
	Bituminous coal	9,101
	Stone, sand and other like articles	2,692
Forest	Lumber	12,265
Manufactures	Petroleum and other oils	913
	Sugar	1,314
	Naval stores	2
	Iron, pig and bloom	394
	Iron and steel rails	634
	Other castings and machinery	460
	Bar and sheet metal	180
	Cement, brick and lime	1,842
	Agriculture implements	810
	Wagons, carriages, tools, &c.	246
	Wines, liquors and beers	348
	Household goods and furniture	625
Miscellaneous	Other commodities not mentioned above	32,727
	Total weight	108,263

E. & O. E.

CHARLOTTETOWN, P. E. I.

W. T. HUGGAN,
Accountant and Auditor.

SESSIONAL PAPER No. 20

PRINCE EDWARD ISLAND RAILWAY.

OFFICE OF THE MECHANICAL SUPERINTENDENT.

CHARLOTTETOWN, P.E.I., April 12, 1911.

SIR,—I beg to submit for your information the following statement of the operation of the mechanical department for the year ended March 31, 1911.

The following is a summary of the principal work performed:—

LOCOMOTIVES.

Eleven locomotives received thorough repairs. Nine received side and main rod brasses, all the motion and running gear thoroughly examined, staybolts in boilers thoroughly examined, and three hundred new staybolts put in boilers.

Twelve locomotives received specific repairs.

Seven locomotives received new pistons and piston rods. Two new crossheads were made and sixteen were lined with tin and planed. Four engine pilots, two new whistles, eight new pop valves, seven new boiler checks, three hundred and sixty-eight sets metallic packing, eight new valve yokes, ten sets valve stems, six driving boxes, twelve engine truck boxes, seven piston rod cups, nineteen driving box brasses, forty-three brass grease cups, twelve cylinder cocks, one air cock, twelve twist drills, twenty-four reamers, twenty-four traps, twelve locomotive smoke stacks, twenty-four springs were made and two hundred and thirty-five springs were repaired.

Twelve injectors received heavy repairs, and fifty truck straps were bored. Eight pop valves, and seven cabs were repaired and five largely rebuilt. Four tenders and frames were largely rebuilt, two fire-boxes were patched, and one hundred and forty-six car oil boxes were fitted out. Eleven piston rod glands, and eleven valve stem glands received new wire joints. Fourteen new valve stems, twenty-two sets driving wheels, twenty-six set of steel wheels, seventeen sets engine truck wheels, twenty-two pairs of steel tired wheels, and one hundred new axles were turned off. Eighty-two sets wheels were pressed on axles, four hundred and twelve new tubes, and 1,224 tubes were pieced, welded and put in boilers. Seventy-three thousand, eight hundred and seventy-four pounds of iron, and 3,814 pounds of steel were forged; 4,744 pounds of nuts were tapped, and a great deal of running repairs done.

CAR DEPARTMENT

Three flat cars and four baggage and postal cars were rebuilt and charged to renewals.

The following received heavy repairs:—

Sixteen first class cars, sixteen second class cars, sixteen postal and baggage cars, one hundred and three box cars, fifteen flat cars, five flangers, eight platform cars, seven stock cars, four coal cars.

The following received light repairs:—

Thirty-nine first class cars, twenty-eight second class cars, thirty box cars, twenty-eight flat cars, two vans, nine snow ploughs, three sheep cars three platform cars, and seven postal and baggage cars.

Two cars were resheathed, one second class car received pipes for steam heat, three refrigerator cars received hooks and hangers for meat, twenty brake beams, one set of second class car seats and backs, and ninety storm windows for second class cars were made. One coke house was fitted up, and one shed built for keeping repairs for cars.

BRASS FOUNDRY.

Output: 9,846 pounds of brass castings.

COPPER SHOP.

Twenty-seven headlights, one headlight case, three discharge pipes, five oil pipes, two sand pipes, five elevator and feed pipes, one sprinkler, four copper pipes, seven injector pipes, nine passenger car lamps, nine switch lamps, four trainmen's lamps, three semaphore lamps, twelve lamps for Road Department, eight engine lamps, one steam heat pipe, thirty-five station oil cans, sixteen oil cans, two tank spouts, car baskets for second class cars, and lagging were repaired.

Twelve wire joints for steam chests, twenty-five overflow pipes, two feed pipes, eighty-eight engine truck funnels, two sand pipes, one handrail, one injector feed pipe, one smoke jack, one toilet for wrecking car, two pans, one smoke stack, two oil pumps, two water glass protectors, one copper pipe for injectors, and one snow excluder were made.

Ten driving boxes, two sets truck brasses, and three truck boxes were babbitted.

Sixteen crossheads and five sets of rod brasses were tinned.

Five copper pipes softened and examined, three stoves put in cars, soldered zinc lining in refrigerator car, removed sprinkler and piped from injector to ashpan in two engines.

PAINT SHOP.

Eleven locomotives were painted and four varnished.

Five first-class cars were painted, five cleaned, and eight varnished; three postal and baggage cars were painted, six varnished, and three cleaned; one second-class car painted, nine cleaned and varnished; sixty-one box cars were painted, and seventy-five box car roofs were painted; thirteen flat cars, one snow plough, one flanger, thirty-three hand cars, seventeen water coolers, four sets outside sashes, one office for yard-master, inside of new store building, four sign boards for stations, and thirty-two sashes were painted. Four sets outside sashes varnished, seven desks filled and varnished.

Twenty-eight sashes glazed, three sign boards lettered, sixty-six box cars relettered, and one hundred and fifty panes of glass put in buildings.

A great deal of work has been done by our shop painters for the road department on stations, &c.

ROAD AND TRAFFIC DEPARTMENT.

Six loading platforms, four freight trucks, three hand-cars, three cattle stages, four sign boards, one wheelbarrow, seventeen coal boxes, two boxes for freight-house, four desks, one top for desk, one ladder, one coal carriage, six clothes boxes, five baggage trucks, 1,100 rail braces for track, twenty-three clawbars, nine lining bars, one hundred and eighteen fish-plates, twenty-four switch rods, two hundred and twenty clasps and two hundred and twenty plates for bridge, thirty-two straps for freight shed on Charlottetown wharf, twenty-two hand-car axles, and four jacks were made and four repaired.

Two hundred and thirty-five picks, five freight trucks, three baggage trucks, two hand trucks, thirteen frogs, eighteen switch cranks, twenty hand-cars were repaired, and seventeen hand-cars were rebuilt.

Two tank boilers received new tubes, and staybolts, and one received a new firebox.

Our rolling stock has been kept in a high state of efficiency. With our modern machinery and new shops I am pleased to say that we are well equipped for handling the work which we have to perform.

I have the honour to be, sir,

Your obedient servant,

W. L. POOLE,
Mechanical Superintendent.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of Cars and other Rolling Stock on March 31, 1911.

—	Locomotives.	Classification of Cars.														Snow Ploughs.	Flangers.	Total.
		1st Class.	2nd Class.	Combined 2nd and Baggage.	Postal and Smoking.	Combined Postal and Baggage.	Baggage.	Pay Car.	Vans.	Box Freight.	Refrigerator Cars.	Stock.	Coal.	Platform.	Total.			
On hand, serviceable, March 31, 1910	31	23	9	5	4	3	4	1	3	313	3	21	22	146	557	9	9	18
Condemned April 1, 1910	.....	.....	3	2	.....	1	2	...	1	...	.....	...	.....	1	10	1	.....	1
Total equipment, April 1, 1910	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19
Condemned April 1, 1910	.....	.....	3	2	.....	1	2	.....	1	....	.....	....	.....	1	10	1	.....	1
Condemned during the year	.....	...	...	.....	.....	1	.....	....	.....	3	...	.....	.....	11	15	.....	.....	.....
Total condemned	.....	.....	3	2	.....	2	2	.....	1	3	.....	.....	.....	12	25	1	.....	1
Less rebuilt during the year	.....	....	...	....	.....	1	.....	.....	.....	.....	.....	.....	.....	3	4	....	.....	.....
To be rebuilt	.....	.....	3	2	.....	1	2	.....	1	3	.....	.....	.....	9	21	1	...	
Add serviceable and repairing	31	23	9	5	4	3	4	1	3	310	3	21	22	138	546	9	9	18
Total equipment, March 31, 1911	31	23	12	7	4	4	6	1	4	313	3	21	22	147	567	10	9	19

CHARLOTTETOWN, May 4, 1911.

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Mileage and Coal, Oil and Waste consumed by Locomotives for the year ended March 31, 1911.

	Locomotive Mileage.	CONSUMPTION.				AVERAGE CONSUMPTION PER 100 MILES.			
		Tons of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.	Pounds of Coal.	Pints of Valve Oil.	Pints of Engine Oil.	Pounds of Waste.
1910—									
April	36,117	933	384	844	629	5,786	1·06	2·33	1·74
May	38,348	977	460	972	646	5,707	1·19	2·53	1·68
June	39,344	987	433	926	623	5,619	1·10	2·35	1·58
July	44,970	1,102	580	1,296	661	5,489	1·29	2·88	1·47
August	45,285	1,050	536	1,224	761	5,194	1·18	2·70	1·68
September	45,217	1,099	512	1,184	680	5,444	1·13	2·62	1·50
October	41,473	1,060	508	1,048	686	5,725	1·22	2·52	1·65
November	38,081	1,055	488	984	734	6,206	1·28	2·58	1·93
December	38,021	1,056	456	936	580	6,221	1·19	2·46	1·52
1911—									
January	31,605	782	384	816	603	5,542	1·21	2·58	1·90
February	34,221	912	436	856	651	5,969	1·27	2·50	1·90
March	33,248	931	416	876	559	6,272	1·25	2·63	1·68
Totals	465,930	11,944	5,593	11,962	7,813	5,742	1·20	2·56	1·67

CHARLOTTETOWN,
May 4, 1911.

S. F. HODGSON,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

Details of Accidents for the Period ending March 31, 1911.

Date.	Name, Address and Occupation of Persons.	Place of Accident.	Cause.	Nature and Extent of Injnry.
1910.				
April 28..	Peter Goodwin, section foreman, St Teresa	St. Teresa	Handling track material	Loss of finger.
June 8..	M. M. Galbraith, boilermakers' helper, Charlottetown	Charlottetown	Using sledge hammer	Bruised finger.
" 17..	P. L. Campbell, merchant, Fortune Bridge	Crossing at Five Houses.	Was run into by train while driving over crossing.	Face cut and other slight injuries.
" 28..	Samuel Clow, laborer, Charlottetown	Charlottetown	Trimming coal	Injury to leg.
" 30..	Geo. A. Kelly, section man, Charlottetown	Southport	Got a nail into hand	Bruised hand.
July 5..	Francis Cook, section man, Melville	Melville	Got a piece of steel into eye	Injury to eye.
" 27..	Mrs. Ellen Bowman, East Royalty, Charlottetown	Sherwood Station	Fell from train to ground when alighting from train.	Shoulder injured.
Aug. 1..	Alfred Affleck, brakeman, Charlottetown	Charlottetown	Got a cinder into eye	Eye injured.
" 9..	Weston Newberry, laborer, Charlottetown	"	Struck by track lever	Injury to hand.
" 11..	R. H. McAusland, section man, Wellington	Wellington	Working on track	Broken fingers.
" 25..	Ernest C. Cameron, fireman, Charlottetown	Charlottetown	Slipped from engine	Sprained back.
Sept. 16..	Geo. H. Chandler, machinist, Charlottetown	"	Jumping from car	Sprained knee.
" 17..	David McKinnon, farmer, Charlottetown	"	Fell out of stock car	Badly injured.
Oct. 11..	Hector McDonald, carpenter, Charlottetown	Hunter River	Fell from roof of coal shed	Internal injuries.
" 25..	P. McCloskey, boilermakers' helper, Charlottetown	Charlottetown	Working air motor	Arm twisted.
" 28..	Mrs. Hugh Hennessey, Charlottetown	Grandview Station	Fell on platform	Hurt both feet and sprained right wrist
Nov. 7..	Theo. Bernard, section man, Tignish	Tignish	Spike in foot	Injured foot.
" 10..	Ronald McDonald, section man, St. Peter's	St. Peter's	Working on track	Injury to hand.
" 19..	C. McLean, laborer, Charlottetown	Charlottetown	Rail fell on hand	Injury to hand.
" 23..	Hector McLeod, fitters' helper, Charlottetown	"	Emery wheel burst	Injured leg.
" 30..	Wm. Hetheridge, section man, Charlottetown	"	Struck by spiking hammer	Injured hand.
" 30..	Arthur G. Bruce, apprentice, Charlottetown	"	Metal fell on foot	Injury to foot.
Dec. 13..	Wm. Munroe, cleaner, Charlottetown	"	Scalded	Hand injured.
Jan. 3..	James A. McNeill, blacksmiths' helper, Charlottetown	"	Cutting steel	Injured finger.
Feb. 1..	Mrs. Sarah Keoughan, Hermitage	Hermitage Station	Jumped off train while moving	Wrist injured.
Mar. 21..	G. D. Douglas McEwen, engine driver, Charlottetown	Charlottetown	Slipped on icy rail	Injured knee.

PRINCE EDWARD ISLAND RAILWAY.

Accidents during period ended March 31, 1911.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Fell from cars or engine		2		2				4
2. Jumping on or off trains while in motion		2						2
3. At work on or near the track making up trains								
4. Putting arms or heads out winows								
5. Coupling cars								
6. Collisions, or by trains thrown from track								
7. Struck by engines or cars on highway crossings						1		1
8. Walking, standing, lying, sitting or being on track								
9. Explosions				1				1
10. Striking bridges								
11. Other causes				18				18
Total		4		21		1		26

Charlottetown, P. E. I.,
May 17th, 1911.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

FOURTH ANNUAL REPORT.

Moncton, N.B., May 26, 1911.

To the Honourable George P. Graham,
Minister of Railways and Canals, Ottawa.

By instruction of the Provident Fund Board we beg to submit for your information the following report of the operations of the Provident Fund for the fiscal year ended March 31, 1911.

The personnel of the Provident Fund Board for that year was as follows:—

D. Pottinger, Assistant Chairman, Government Railways Managing Board, Chairman, Moncton, N.B.
W. A. Dube, Superintendent I.C.R., Levis, Que. } Appointed
T. C. Burpee, Engineer of Maintenance, I.C.R. Moncton, N.B. } by the Minister.
W. Milledge Thompson, Conductor, I.C.R., Moncton, N.B. } Elected by the
Willard P. Hutchinson, Train Despatcher, I.C.R., Truro, N.S. } Employees.

Four regular meetings of the Board, as required by the regulations, were held during the year. The following is a statement of the receipts and expenditures, during the year ended March 31, 1911:—

Balance at the credit of the fund on March 31, 1910		$255,585 08
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were	$71,296 42	
The contributions made by the railways of an equal amount, during the same period, were	71,296 42	
		142,592 84
Amount received for refunds, &c		1,083 83
Interest accrued (at three per cent)		7,079 36
		$406,341 11

Note.—Amount credited by railways to the Provident Fund during the year	$136,067 27	
Amount accrued in March, 1911, but not credited by the railways until May, 1911	14,688 76	
		$150,756 03

The expenditures were:—

For retiring allowances	$121,014 34	
For contributions refunded in cases of deceased employees	2,696 11	
For contributions refunded which were deducted in error	1,310 40	
For contributions refunded to discharged employees	776 02	
Medical examinations for probationers entering service	1,818 00	
" " for employees retiring from service	101 00	
For election expenses	664 52	
For salaries and travelling expenses, secretary's office	3,532 36	
For board members	57 42	
For stationery, printing, postage, &c., &c.	890 93	
		$132,861 10

Balance to the credit of the fund on March 31, 1911 $273,480 01

The following statement shows the amount which was contributed by the railways, and the amount which was contributed by the employees of the Provident Fund, in each fiscal year, since the fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances in each year. The average amount of the retiring allowance paid in the month of March in each year is also shown.

For Fiscal Year	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of Retired Employees Died.	Amount paid for retiring allowances.	Average monthly allowance paid in March.	Remarks.
1907-8	$82,707 74	$82,707 74	142	11	$23,913 04	$25 49	
1908-9	75,306 41	75,306 41	88	17	64,067 63	25 63	
1909-10	69,949 70	69,949 70	168	17	103,628 20	26 30	
1910-11	71,296 42	71,296 42	51	23	121,014 34	26 56	

It will be noted by the above statement of receipts and expenditure, that the amount of the contributions received from the railways and from the employees during the year, was $142,592 84

And that the expenditures were 132,861 10

Surplus of contributions over expenditures $ 9,731 74

The gross surplus, including interest, to the credit of the fund on March 31, 1911, was $273,480 01

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1911, to arrange for the election of these two members to serve during the year ending March 31, 1912.

Notice calling for the nomination of candidates was accordingly posted as required by the rule, and the election was held in February, 1911.

The two members elected were:—

Willard P. Hutchinson, Train Despatcher, I.C.R., Truro, N.S.
James W. Nairn, Engineman, I.C.R., Truro, N.S.

The personnel of the board as at present constituted is as follows:—

D. Pottinger, Assistant Chairman Government Railways Managing Board, Chairman, Moncton, N.B.
W. A. Dube, Superintendent, I.C.R., Levis, Que. } Appointed
T. C. Burpee, Engineer of Maintenance, I.C.R., Moncton, N.B. } By the Minister.
Willard P. Hutchinson, Train Despatcher, I.C.R., Truro, N.S. } Elected by the
James W. Nairn, Engineman, I.C.R., Truro, N.S. } Employees.

D. POTTINGER,
Chairman.

W. C. PAVER,
Secretary.

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train.	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1910.							
April 5							Levis, Que.
" 11	21.00	Special	Freight	Jos. McLaughlin	John Baxter	229	Pirate Harbour
" 12	7.59	"	Immigrant	W. Warman	A. Bourgeois	224	1¼ miles east of Campbellton.
" 13	19:00	Shunter	Yard		F. Welling	404	Moncton Yard
" 14	1.40	Freight	Special	A. R. Gordon	R. L. McDonald	282	New Glasgow
May 13	19.50	Shunter		H. A. Baker	R. Phinney	258	Truro
" 16	21.25	Special	Freight	E. K. O'Brien	A. Urquhart	218	Riversdale
" 19	21.45	Shunter		R. H. Wilkins	W. Atkinson	12	North Sydney Yard
" 24	13.40	133	Passenger	H. G. Thompson	Wm. Megarity	17	Nauwigewauk Stn.
" 25	8.30	Shunter			J. Williams	285	St. John Yard
June 16		65	Express				Stellarton Main Road Crossing.
" 27		146	"	L. Gingras	G. Cloutier	46	St. Hyacinthe
July 4	10.10	100		A. Calder	J. Campbell	66	New Glasgow Yard
" 16	17.30	20	Messenger	J. R. Fisher	B. Cooke		Truro, N.S.
" 25	22.30	Special	Freight	J. F. Melanson	H. Campbell	220	Calhouns
Aug. 6	5.00						Drummondville Yd.
" 6	23.45	105	Passenger	J. H. Pushie	N. McMillan	271	North Sydney Jct.
" 12	8 10	90	"	D. J. McDonald	J. W. Gunning	44	Two miles west of Tatamagouche.
" 13	12.25	136	"	John McLeod	Geo. Speerk	148	Cemetery Crossing, St. John.
" 19	17.00	31	Mixed	A. J. Welling	G. C. Palmer	156	Shediac Station
" 20	20.00	Special	Freight	D. B. Bruce	J. Shaw	199	New Glasgow, Victoria St. Crossing.
" 20	23.45	176	"		A. Stevens	67	Truro
" 24	11.20	Special	Mixed	A. H. Lutes	Wm. Megarity	224	Sussex
" 26	24.20	Shunter	Yard		E. Thomas	350	Campbellton Yard
" 31		1	Passenger	W. L. Broad	—. Johnson	164	Aulac, N.B.
Sept. 12	4.00	33	"	A. McPherson	Wesley Carson		Between New Mills and Charlo, N.B.
" 24	6.15	47	"	F. Beaulieu	T. Berube	97	¼ mile east of Levis.
" 24	12.00	Shunter			A. Robins	157	Truro, N.S.
" 28					C. Coleman	326	Richmond Yard

SESSIONAL PAPER No. 20

RAILWAY.

year ended March 31, 1911.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
C. E. Gallagher	Neither.	Struck by unknown train.	Fatal	Accidental.
Dan. Fraser.	Brakeman	While coupling air hose train moved.	Foot injured	
Harry Cohen	Passenger	Train ran off track.	Slightly injured	
Jos. Ritchie	"	"	"	
Mrs. Jos. Ritchie	"	"	"	
R. Selway	"	"	"	
John Patterson	"	"	"	
Gessey Sharp	"	"	"	
Jas. Wallace	"	"	"	
Geo. Hay	"	"	"	
R. H. Baird	"	"	"	
Mrs. Baird	"	"	"	
Baird (girl)	"	"	"	
Leonard A. Black	Foreman shunter	Fell from car and was run over	Fatal	"
Hugh McDonald	Neither.	Run over by train	"	"
Amos Biswanger	Shunter	Missed footing in attempting to get on engine. Leg injured.	Died next morning	No inquest.
Munroe Bell	Neither.	Struck by train while walking on track.	Fatal	"
M. D. McNeil.	Brakeman	Caught between draw-bars	Hand injured	
John Casey	"	Collision, crushed between cars	Fatal	Accidental.
M. J. Coughlan	Shunter	Coupling cars	Two fingers injured	
John McDonald and Mrs. Campbell.	Neither.	Struck by train while driving over crossing.	Foot cut off. Slightly injured	
J. Brassard	Brakeman	While shunting.	Fingers injured	
Dan. M. McDonald.	"	While shunting, foot caught in swing rail.	Leg injured.	
Cora Taylor	Neither.	Jumped off train.	Injured.	
Robt. E. White.	Brakeman	Fell off coal car	Face injured	
Alphonse Reney	Neither.	Found dead on track, supposed to have been struck by No. 76 fast freight.	Fatal	"
Capt. Lewis	Passenger.	Fell from train striking his head.	Slightly injured	
Wm. Campbell	Brakeman	While sitting in baggage car door struck by a mason's derrick.	Fatal	"
Mrs. M. Charlton	Passenger.	Jumped from train.	Slightly injured	
Samuel Tait	"	Slipped in attempting to board train.	Leg amputated	
Johnson Ross.	Neither.	Struck by train	Fatal	"
Geo. Doyle.	Switchman	Run over by engine	Both legs taken off above knee. Died of injuries.	No inquest.
Andrew Phelps	Neither.	Struck by train	Killed	Accidental.
J. B. Gallant.	Yardman	Struck on leg by brake beam while coupling steam crane.	Leg injured.	
Thomas Amos	Passenger.	Jumped off moving train	Arm cut off.	
Fred. Nolan	"	Found alongside of track	Leg broken	
Narcisse Fortin	Neither.	Walking on track	Killed	"
Robt. McGregor	Car cleaner.	Fell in attempting to get on foot board of engine.	Shoulder injured	
W. B. Feetham	Foreman shunter	Jumped off No. 9 train in front of engine.	Fatal	No inquest.

2 GEORGE V., A. 1912

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1910.							
Oct. 4	14.30	Shunter	....	.....	P. O'Toole..	380	Richmond.....
" 11	14.30	199	Passenger ..	E. L. Watts. ...	Wm. Smallwood.	313	Moncton Station...
" 23	21.00	99	.. ..	.....	....,	....	Campbellton Yard..
" 30	11.07	87	Passenger ..	W. Foster.....	J. J. Ferguson...	161	Oxford Yard.....
Nov. 7	10.10	Shunter	....	.....	R. W. Orchard ...	R. Baird.....	362	Sayabec Mill Siding
" 7	12.30	Special	.....	.....	Wm. Capson.....	C. L. Freeze	9	Humphreys.....
" 10	6.40	"	.....	Freight.....	J. Mahoney	H. D. Thompson..	367	Lourdes, N.S.....
" 11	2.25	Pilot.....	.....	G. E. Vincent....	J. F. LeBoo	301	Chaudiere Junction
" 12	20.45	Special.....	Freight.....	J. L. Barnhill	—. Kennedy.. ...	281	Londonderry .....
" 25	3.15	51	Mixed.....	John Stephenson.	John Oakleaf.....	202	Dalhousie Junction.
Dec. 5	18.17	35	Passenger ..	T. Corbett	A. Donald...	324	East of Mill Creek, near Campbellton
" 5	23.20	10	Passenger ..	G. A. Chesley	W. E. Hunter	314	St. John Yard.....
" 10	17.00	Special.....	Freight.....	G. A. Cobb	Alonzo McLean ...	91	North Sydney.. ..
" 10	17.22	146	Express	J. Dowden.	R. Jamison.....	116	¼ mile east of St. Hyacinthe.
" 13	23.35	26	Express	W. J. Dixon.....	J. Ross.....	414	North Street ..... Depot, Halifax.
" 14	8.10	.....	Shunter .. .	James Card... ..	A. Cook	381	Moncton Yard.....
22	15.30	Special.	Freight.....	W. L. Marshall...	W. Rushton.....	376	Near Moncton.....
" 23	16.00	.....	Shunter	....	E. B. Price.....	372	Campbellton Yard.
" 31	5.20	Special.....	Passenger ..	Geo. Walker.....	A. Connell.....	406	Between Causapscal and Assmequaghan.
" 31	6.30	....	Light engine	....	James Clark.....	237	Hanover St., crossing, Halifax
1911							
Jan. 3	24.45	175	Freight.....	D. McDonald.....	Chs. Wilson	305	Boisdale, N.S ... .
" 14	2.30	Shunter .. .	.....	....	C. Sawyer	302	Riv. du Loup.....
" 17	6.00	Special.....	Freight.....	P. Dumas	O. Gagnon.....	45	" " .....
" 18	9.00	Shunter	.....	....	J. S. Baxter.....	287	Stellarton Yard....
" 18	16.45	Shunter	.....	....	R. Colpitts..... .	52	West end Moncton Yard.

SESSIONAL PAPER No. 20

RAILWAY OF CANADA.

year ended March 31, 1911.

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
T. Walsh	Foreman shunter	Fell off car of deal	Arm and leg injured.	
Wm. Smallwood	Driver	While oiling his engine shunting train backed into it moving engine.	Back and hip injured.	
Theo. Raymond	Brakeman	While shunting foot caught in frog, run ever.	Fatal	Accidental.
John Swan	Passenger	Jumped from train.	Injured	
John Lavoie	Brakeman	Slipped and fell	Ankle injured	
Joseph Carr	Neither	Struck by train while walking on track.	Head and face injured.	
F. R. Mahoney	"	Struck by train	Fatal	"
Arthur Couture	Yardman	Attempted to pass under cars.	Three fingers amputated.	
John V. McDonald	Brakeman	In attempting to board train fell on his lantern.	Wrist injured	
Arthur Legere	Fireman	Fell in getting off engine	Hip injured.	
Martin Kelly	Neither	While walking on track, struck by train.	Fatal	Inquest not necessary.
Alfred Fubler	S. C. Porter	Jumped from moving train	Head injured	
John B. Musgrave	Brakeman	Got foot caught between draw-bars on car	Foot injured	
R. Jamison	Driver	Head on collison with G.T.R.	Fatal	
M. Dionne	Fireman	engine 416 running West on East bound track.	Fatal	Accidental.
Joe Duval	Mail Clerk	"	Arm and leg injured.	
Ernest Duval	Expressman	"	Mouth and leg injured.	
Jos. Champoux	Brakeman	"	Shoulder blade broken	Slightly injured.
Henri Fourtier	Passenger	"	Side hurt	
Albert Godin	"	"	Head cut	
Daniel Smith	"	"	Two teeth broken and eye cut.	
Victor Houle	"	"	Foot crushed	
Wm. Fisher	Baggageman	Engine struck baggage truck which hit the men.	Fatal	No inquest.
Colin Mitchell	"		Fatal	
A. Cook	Engineman	Hand caught between brake shoe and wheel.	Hand injured	
Stewart McDougall, (boy aged 13).	Neither	Attempting to board train missed footing and fell under cars.	Arm amputated	
C. H. Mathews	Foreman shunter	While coupling engine to plow.	Little finger amputated.	
Gasparini Francesia	Passenger	Jumped from moving train	Head and face injured.	
John Jackson	Foreman shunter	Struck by engine while crossing main line.	Leg cut and hip injured.	
Elias Striker	Neither	Stealing a ride fell from train.	Leg injured	
P. Dionne	Yardman	Jumping off engine	Ankle injured	
T. Dube	Brakeman	Fell from top of box car	Leg injured	
J. W. McKay	Yardman	Getting off car while shunting.	Ankle injured	
Otto Wortman	Shunter	Attempting to board engine while steam was escaping, missed footing.	Leg amputated below knee.	

2 GEORGE V., A. 1912

INTERCOLONIAL

STATEMENT of Casualties for the

Date.	Time of Day.	No. of Train	Description of Train.	Name of Conductor.	Name of Driver.	No. of Engine.	Place of Accident.
1911							
Jan. 23	17.50	Special		Jos. McLaughlin	R. Shaw	318	Antigonish
" 25	10.12	2	Express	J. Henderson	G. B. Story	238	Moncton
" 25	10.35	Freight	Special	C. W. Lutes	M. White	275	McKay's Siding, N.S.
" 25	13.00	Way fr.	Special	C. W. Ferguson	C. Cool	34	Bathurst
" 27	9.55	304	Freight	R. Henry	A. McLaughlin	174	Nelson
" 28	12.50	Shunter		R. Redmond	C. McTiernan	210	Halifax, D. W. T.
" 24	3.49						¼ mille west of College Bridge.
Feb. 27	21.50	66	Express	D. O McDonald	J. Gunning	150	On bridge ½ mille west of New Glasgow
Mar. 1	24.00	Unknown					Stellarton Yard
" 4	18.03	33	Express	W. A. Mitchell	W. E. Turner	343	Ste. Madeleine
" 9	10.30	59	Mixed	Alex Dickie	H. Cameron	175	Derby Junction
		34	Express	E. L. Watts	M. O'Shaughnessy.	347	
" 8	20.40	102	Mixed	J. H. Pushie	M. Matheson	271	Young's Siding
" 11	6.10		Shunter	N. Hopper	T. Hennessey		Truro
" 12	23.34		Special	W. W. Irving	G. Anderson	338	Bathurst
" 13	4.00		Special	C. Poirier	J. McDavid	372	Ste. Flavie Yard
" 24	12.30	Unknown					East of Harteourt
" 27	20.20	151	Passenger	A. Legace	L. Dutil	166	Between St. Eugene and St. Germain.

MONCTON, N.B., September 30, 1911.

SESSIONAL PAPER No. 20

RAILWAY OF CANADA.

year ended March 31, 1911—*Concluded.*

Name of Person Injured.	Whether Passenger or Employee.	Particulars of Accident.	Extent of Injury.	Verdict.
James Fitzsimons	Fireman	Fell from tender	Injured	
Hiram Graves	Car inspector	Stepped from under cars on siding in front of moving train.	Fatal	Inquest not necessary.
George Wilson	" "		Fatal	
T. McKay	Neither	Struck by train on crossing, while driving across tracks.	Fatal	Accidental.
Ben Bourque	Passenger	No. 76 ran into rear of special standing near station	Hip hurt and hand cut.	
George Casey	"	"	Shoulder hurt	
Norbert Bourque	"	"	" and back hurt.	Slightly injured.
Eddie Casey	"	"	Elbow injured	
A. Bourgeois	Driver	Engine went over ten foot embankment.	Knee injured	
Harvey Levey	Yardman	Fell from box car while shunting.	Ankle injured	
Burton Casey	Neither	Found alongside of track cut in two by unknown train	Fatal	Accidental.
Jos. Hasha	Neither	Struck by train	Fatal	"
John W. Fordes	Clerk	Struck by train	Fatal	Accidental.
Edgar Dupont	Passenger	Jumped off train while in motion.	Fatal	"
M. D. Mullins	Waiter	Express ran into No. 59 standing at station.	Head injured	
Mrs. J. W. McManus	Passenger	"	Eye injured	
H. W. Steen	"		Leg injured	
A. Irving, deputy sheriff	"		Leg injured	
Miss J. A. Carter	"		Face injured	
I. D. Armstrong	"		Cut over left eye	
Norris Sim	"	"	Leg injured	
Titus Anderson	Brakeman	"	Face injured	
Harvey McDougall	Passenger	"	Fatal	Accidental.
Mrs Harry Colson	"	"	Ankle sprained	
C. O. Brien	"	"	Face cut	
Mrs. Jas. Tobin	"	"	Cut on head and internal injuries.	
Wesley Curtis	"	"	Slight wound on head.	
A. Jardine	"	"	Head cut	
Thos. Cochrane	"	"	Lip and cheek cut.	
Burpee Harris		"	Side injured	
Calvin Clark	"	"	Face injured	
Gordon Atkinson	"	"	Injured head	
Mrs. Pleadwell	"	"	Rib broken and shoulder injured.	
Alex Dickie	Conductor	"	Cut over eye and leg injured.	
Miss Jessie McLean	Passenger	Part of train left rails	Slightly injured	
S. B. Lane	Foreman shunter	Jumped off train, slipped and fell.	Head injured	
Larry Comfort	Neither	Jumped from train	Hand injured	
J. P. Humes	Fireman	Engine 372 collided with engine 406.	Slightly injured	
Clyde Wilson	Neither	Struck by train while walking track.	Fatal	Accidental.
Alfred Gadbois	"	Driving on track struck by train.	Fatal	"

PART IV

REPORT OF THE GOVERNMENT CHIEF ENGINEER OF THE WESTERN DIVISION OF THE NATIONAL TRANSCONTINENTAL RAILWAY

MR. COLLINGWOOD SCHREIBER, C.M.G.

Office of the General Consulting Engineer to the Government and Chief Engineer of the Western Division of the National Transcontinental Railway.

OTTAWA, May 4, 1911.

The Hon. G. P. GRAHAM,
Minister of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report of the progress made with the construction of the western division of the Grand Trunk Pacific Railway to the end of the fiscal year closed on the 31st of March, 1911.

The western division, for construction purposes, is divided into two sections, viz.:—

The 'Prairie Section,' beginning at Winnipeg and ending at the east bank of Wolf creek, a distance of 915 miles.

The 'Mountain Section,' commencing at the last-named point and extending to the Grand Trunk Pacific Railway dock, in the City of Prince Rupert on the Pacific coast (being the western terminus of the road), a distance of 830 miles, making a total length of the western division of 1,745 miles.

The alignment and grades are good, and very favourable for hauling heavy loads. The sharpest curve is 955 feet radius, and the maximum grade against the traffic going east is 4-10 of one per cent, with the exception of one grade 19 miles long of 1 per cent in the Rocky Mountains at Tete Jaune Cache; against the traffic bound west the maximum grade is 5-10 of one per cent.

PRAIRIE SECTION.

The construction of this section of the road is nearing completion; the grading is finished with the exception of the making up the settlements in the embankments to grade, and the widening of them out to specification width.

For a prairie section, the work is decidedly heavy; the grading has exceeded 32,000 cubic yards to the mile, and of the eight steel bridges, several are of very large proportions, notably:—

The South Saskatchewan River bridge, 1,501 feet long and 76 feet high.

The Battle River bridge, 2,770 feet long and 178 feet high.

The North Saskatchewan River bridge, 1,655 feet long and 136 feet high.

The Pembina River bridge, 902 feet long and 214 feet high.

Besides these there are a very large number of culverts and trestle bridges.

The fencing and telegraph line are completed.

The track is laid throughout. The length of the main line is 915 miles, with passing sidings to the aggregate of 83·01 miles.

The sidings laid to grain elevators, loading platforms, mills, &c., aggregate 24·66 miles.

The tracks laid in divisional station yards aggregate 49·78 miles; there are also union tracks at Portage la Prairie to the extent of 1·04 miles.

The total length of tracks laid is 1,073·49 miles.

The track has a heavy lift of ballast under it throughout, and is in very good running condition, but it will yet take considerable ballast to bring it up to specification requirements.

Interlocking, signal and derailing plants have been established at all the crossings of other railways at rail level—13 in all—of which 6 are at crossings of the Canadian Pacific Railway, and 7 at crossings of the Canadian Northern Railway.

For the accommodation of the public traffic there have been provided:—

139 stations (stopping places for trains).
55 standard passenger station houses.
6 large divisional station houses.
6 portable station houses.
3 tool houses used as stations.
46 latrines.
3 freight houses at divisional stations.
8 engine houses, of which 4 have 12 stalls; 2 have 18 stalls, and 2 have 2 stalls.
3 machine shops.
1 coaling plant.
1 coal shed.
1 blacksmith shop.
3 store houses.
6 bunk houses used as oil houses.
88 loading platforms.
33 cattle yards.
33 water services.
126 grain elevators: these have been built by private enterprise.

For the accommodation of the employees of maintenance of way, &c., there have been erected:—

56 section houses.
73 bunk houses.
77 tool houses.
3 watchmen's shelters.

The entire 'Prairie Section,' Winnipeg to Wolf creek—915 miles—is now under public traffic.

The first section from Winnipeg to Wainwright, 667 miles, was opened for traffic on September 21, 1908. On November 22, 1909, a further distance of 126 miles to Edmonton was put in operation, and the balance of the 'Prairie Section' of 122 miles to Wolf creek was placed under traffic on February 12, 1911.

The operation of the 'Prairie Section' has been a great accommodation to the public, and more especially to the settlers along the line of railway.

The roadbed and permanent way are in good and safe running condition, and the traffic and train service has been conducted most successfully.

The certified expenditure up to March 31, 1911, has amounted to $34,805,842.27, from which will have to be deducted, upon the completion of the work, the value of the construction rolling stock and the cost of equipment of the sections and stations, &c.

MOUNTAIN SECTION.

The works of construction on this section of the road are in a very backward condition, and are not progressing as rapidly as could be desired.

The total length of this section, from the east bank of Wolf creek to the Grand Trunk Pacific Railway dock in Prince Rupert, is 830 miles, of which only 420 miles are under contract. 180 miles are at the eastern, or Wolf creek, end, and 240 miles at the western, of Prince Rupert, end. The intervening 410 miles are not yet placed under contract.

I should mention here, that while the Grand Trunk Pacific Railway Company have constructed a wharf or dock at Prince Rupert, which they use for the receipt of material for their road, they do not regard this as the terminal of their railway, and

are engaged in building a line west from it along the sea front to a further point in Prince Rupert, where they propose to place their terminals. On this line, the length of which is 3·23 miles, they have expended about $500,000.

Inasmuch, however, as it has not, so far, been officially recognized as part of the trunk system, I have been unable to incorporate any portion of the expenditure on it in my certificates.

Upon the 180 miles under contract at the eastern, or Wolf creek, end, no work of grading has been done west of the 136th mile.

On the first 100 miles the grading is practically completed; between the 100th mile and the 129th mile, 310 acres of clearing and 170,000 cubic yards of excavation have been done. The work of grading from the 129th mile to the 136th mile may be said to have been merely opened up, as only about 19,000 cubic yards of excavation and 89 acres of clearing have been executed.

The steel bridges over Wolf Creek, McLeod River and Prairie Creek have been erected, and the building of the concrete substructure of the steel bridge over the Arthabaska River is in progress; the eastern abutment is finished, and the excavation of the foundations for the two piers is being executed.

The culverts are built on the first 100 miles, and also most of the pile bridges. For the balance of the pile bridges, the piles are driven and capped, ready to have their tops placed by the tracklaying machine as the tracklaying staff approaches them.

The track is laid on the first 65 miles, with the necessary sidings, and in a few weeks it is anticipated it will reach the 100th mile.

A water service, station house and engine house of 12 stalls, have been erected at Edson, the first divisional station on this section.

I may here mention that the steel bridges erected are of considerable magnitude, viz:—

The Wolf Creek bridge, 652 feet long and 127 feet high.

The McLeod River bridge 1,066 feet long and 118 feet high.

The Prairie Creek bridge, 802 feet long and 98 feet high.

With a view to prosecuting the work vigorously during the ensuing working season, large quantities of supplies, plant and tools have been sent forward within the last few weeks, and distributed along the works as far west as Tete Jaune Cache (the 180th mile), and with a view of following up with the tracklaying, sufficient ties, rails, &c., are available to carry the track to the latter point during the working season now opening up.

From the 136th mile to the 645th mile, the work is untouched.

From the 645th mile to the 730th mile, about 47 per cent of the grading is completed, excepting the 7 large tunnels, only one of which is finished; on all the others some progress has been made, but from present appearances they will not be in condition to carry the track until late next autumn.

At the 666th mile, the Skeena River has to be crossed by a steel bridge of 3 spans of 70 feet each and 3 spans of 240 feet each. This structure has not been commenced, although preparations are being made for beginning the work as soon as navigation opens, probably early in May, 1911. It will likely occupy the greater part of the working season to carry this work to completion; it is, therefore, not at all probable that the track laying will be extended east of this point before November next.

The culvert work is well advanced, but there are a number of pile bridges yet to be built.

From the 730th mile to Prince Rupert dock at the 830th mile, the grading may be considered practically completed. The culverts and pile bridges are built, but of the 8 steel bridges, only one has, so far, been erected, viz:—that over the Zanardi Rapids, about 8 miles east of Prince Rupert. Practically no work has been done on

the substructures of the other seven. The steel superstructures, however, are, I understand, delivered at Prince Rupert. The trains are in the meantime carried across these rivers on temporary pile bridges.

The track is laid for a distance of 102 miles, and sufficient ballast has been placed under it to hold it in fair running condition. No permanent water services have been provided.

The buildings erected consist of:—

1 office
1 mess house
1 headquarters
2 warehouses
1 superintendent's residence
1 workshop
1 mechanical store.
1 bunk house
1 two stall engine house.

A dock has been constructed at Prince Rupert, but it is fast going to destruction from the ravages of the 'Toredo'.

It will be necessary to erect a number of snow sheds to guard against interruption to traffic by heavy snow slides from the mountains, as great difficulty has been experienced during last winter in maintaining a train service, owing to frequent heavy snow slides occurring. One snow shed has already been erected.

I anticipate good progress during the coming season, if the necessary supply of labour is available, and I trust to being able to report a considerable advance at the close of the fiscal year 1911-12.

The certified expenditure up to the 31st of March, 1911, has amounted to $20,488,156.58. This is exclusive of the expenditure on the 3·23 miles west of the company's dock at Prince Rupert.

The total certified expenditures on the western division up to the 31st of March, 1911, are:—

'Prairie Section'	$ 34,805,842.27
'Mountain Section'	20,488,156.58
Total	$ 55,293,998.85

I have the honour to be, sir,

Your obedient servant,

(Sgd.) COLLINGWOOD SCHREIBER,
Chief Engr. of the Western Division of the National Transcontinental Railway.

PART V

QUEBEC BRIDGE RECONSTRUCTION

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS

BOARD OF ENGINEERS,

QUEBEC BRIDGE,

MONTREAL, September 18, 1911.

SIR,—I beg to report progress of work on the reconstruction of the Quebec Bridge for the year ending March 31, 1911.

MASONRY.

Very little material progress was made in the actual construction of the masonry during the past year. The caisson for the North main pier was built and floated into position and actual work of sinking was started. Owing to an accident to the north main pier caisson after sinking operations had started the concrete already deposited had to be removed and the caisson placed in dry dock for repairs. Owing to the difficulty of sinking a caisson of such large dimensions it was decided by the Board to use this caisson for the South main pier, where the river bed was composed of material much easier to penetrate and to construct the caisson for the North main pier in two sections. As soon as the weather permits in the Spring and the necessary repairs have been made it is the intention to have the caisson floated out of dry dock and placed in position on a prepared bottom. This caisson will probably be left in this position until next Spring, the whole efforts of the contractor being directed towards the sinking of the North main pier. The existing North main pier was demolished. The facing stone of this pier will be re-used in the new pier.

SUPERSTRUCTURE.

Tenders were called for the construction of the superstructure on July 1, 1910, and were opened on October 1, 1910. Contractors were allowed to submit plans of their own and prices thereon in addition to tendering on the Board's plans. Four firms tendered, namely, St. Lawrence Bridge Company, Pennsylvania Steel Company, British Empire Bridge Company and Maschinenfabrik Augsbuerg-Nurnberg A. G. It was finally decided to recommend the acceptance of a tender submitted by the St. Lawrence Bridge Company, on a design of their own.

REMOVAL OF DEBRIS.

During the past year the Contractor has removed practically all the debris between the main pier and the anchor pier. All steel around the main pier that might interfere with the sinking of the caisson was also removed.

REMOVAL OF APPROACH SPANS.

A contract was awarded the Phœnix Bridge Company for the removal of the approach spans and falsework on both the North and South shores. When the work ceased at the beginning of the Winter the approach spans and falsework on the North shore had been removed and a start made on the South shore.

TESTS.

A series of tests were made during the past year for the Board by the Phœnix Bridge Company. This series consisted of sixteen (16) tests of model compression members and fifty (50) tension tests of eyebars. These tests furnished the Board with important information in regard to the physical properties of actual bridge members, such as were proposed for the new bridge. A short discussion is given in a report dated August 1, 1910, forwarded to the Department.

A further series of tests are proposed by the Board on other types of members to be used in the finally approved design of the bridge.

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

Hon. Geo. P. Graham,
Minister of Railways and Canals,
Ottawa, Ont.

PART VI

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

REPORTS OF CANAL SUPERINTENDING ENGINEERS AND SUPERINTENDENTS FOR THE YEAR 1910-11

Ernest Marceau, Superintending Engineer, Quebec Canals.
W. A. Stewart, Superintendent, Ontario-St. Lawrence Canals.
C. D. Sargent, Resident Engineer, Ontario-St. Lawrence Canals.
J. L. Weller, Superintending Engineer, Welland Canal.
F. B. Fripp, Engineer-in-charge, Sault Ste. Marie Canal.
J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
A. T. Phillips, Superintending Engineer, Rideau Canal.
J. H. McClellan, Superintendent, Trent Canal.
A. J. Grant, Superintending Engineer, Trent Canal.

OFFICE OF THE CHIEF ENGINEER,

OTTAWA, ONT., October 19, 1911.

A. W. CAMPBELL, Esq.,
Deputy Minister, Railways and Canals,
Ottawa.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1911.

Attached hereto will be found the annual reports of the Superintending Engineers of the several canals, the Resident Engineer of the Ontario St. Lawrence canals, the Engineers in charge at Sault Ste. Marie, the Superintendents of the Ontario St. Lawrence canals and the Trent canal.

The report of the Chief Engineer of the Intercolonial Railway and of the Prince Edward Island Railway upon the expenditures upon these lines chargeable to capital has been addressed to the Assistant Chairman of the Government Railways Managing Board, and will be found elsewhere in this volume. The circumstance that engineers in direct charge of works chargeable to Capital, report to and receive instructions from the Managing Board, renders effective control by the Chief Engineer of the Department of Railways and Canals impossible; and diminishes the value of the advice which he is called upon to give to the Department Head.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of Lake Superior, comprises 73 miles of canal with 48 locks and 1,167 miles of river and lake waters, or a total of 1,230 miles the minimum depth of water being 14 feet. From Montreal to Duluth, at the south west of Lake Superior, the total distance is 1,354 miles and to Chicago 1,286 miles. A summary of this route will be found in Part with details of the several works. At Port Arthur and at Fort William (about 6 miles apart), the Canadian Pacific Railway gives communication westward and eastward, and the Canadian Northern Railway westward and with the south at Fort William. A line of railway has been built from Fort William by the Grand Trunk Pacific Railway to give communication with the Transcontinental Railway and over that road from Winnipeg.

On this through route the approaches to the canals and the channels through the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. In the cases of the Sault Ste. Marie, the Welland, the Cornwall, the Soulanges and the Lachine, they are well lighted throughout by electricity, and are electrically operated. The Farran's Point canal is lighted with acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches from the through route. In operation, however, these canals serve a distinct traffic of a more local nature. Isolated from these above mentioned systems, the navigation of the Richelieu River and Lake Champlain is effected by the St. Ours lock and the Chambly canal: while, in the far east, the Bras d'Or lakes of Cape Breton are made accessible from the Atlantic by the St. Peter's canal.

Detailed information respecting the several canals is contained in an appendix.

The work executed during the past year has been almost wholly of the nature of improvements and repairs to existing work, the exception being in the case of the Trent canal where the construction of an extension of the present system to an outlet on Lake Ontario is in progress.

On the Lachine canal, the principal items of work have been the continuation of the rebuilding the slope and vertical walls with concrete in the reach above the Cote St. Paul lock, improvements to upper entrance pier at Lachine, the widening of the canal and providing wharf accommodation at Cote St. Paul and St. Henry, the construction of a rolling lift bridge at Cote St. Paul over the entrance to the St. Paul Land and Hydraulic Company's pond on the south side of the canal and the lengthening of the guard piers forming the lower approach to lock No. 4, St. Gabriel.

On the Soulanges canal, the work of lining the south bank with an 18-inch layer of concrete was continued and the efficacy of this construction has already been demonstrated by the complete drying out of the embankment which previously had been largely saturated with water.

The construction of boulder protection for the clay shores of Lake St. Francis has been continued during the year.

On the Cornwall canal, the improvements to upper entrance to lock No. 17, comprising principally the construction of the cribwork and concrete approach wall and the widening by dredging, of the bottom of the canal, were begun and actively carried on during the season. An extension of the concrete wall constructed across the break in canal bank which occurred in June, 1908, was commenced and completed.

On the Williamsburg canals, namely the Farran's Point, the Rapide Plat and the Galops canals, preliminary steps have been taken, plans and specifications have been prepared, and tenders are now being invited for necessary improvements to certain lock approaches, consisting principally of cribwork and concrete approach walls.

On the Welland canal the contracts for the improvements to Port Colborne harbour have been practically completed. The widening of the canal near Welland and at the head of lock No. 2, was completed. As a matter of considerable interest, or perhaps of minor importance, the superintending engineer reports the construction of an 80-foot reinforced concrete scow,—thickness of sides, deck bottom and bulkheads being 2½ inches. It has proved water-tight and serviceable.

The Government elevator did a fine business in the fall of 1910, handling over 3,000,000 bushels of grain, the receipts for handling which more than paid all the operating and repair expenses for the year. It seems probable that the increasing business offering will soon render necessary the provision of additional storage capacity.

For the proposed New Welland ship canal, surveys and borings were continued during the year on three proposed routes. The problems involved in the construction of a ship canal across the Niagara peninsula are of exceeding difficulty and further examination and study is required.

On the Sault Ste. Marie canal, the widening by dredging of the upper entrance from 300 feet to 500 feet for a considerable distance west of the north mooring pier was undertaken and completed. The regulation depth of 21 feet 5 inches at low water was secured. Preliminary steps have been taken towards the work of constructing an extension to the north mooring pier of this upper entrance. In connection with the work of rebuilding a portion of the north upper pier the cribwork substructure is practically completed, the concrete superstructure remaining to be added.

The superintending engineer, in his report, presents some interesting statistics concerning the vast traffic passing through the Canadian and United States canals. As indicating the extent of the traffic at this point, and the importance of having sufficient accommodation to deal with it in the event of accident, it may be observed that when the United States canal was opened in the spring on May 5, there were 140 vessels waiting for passage although the Canadian canal had opened three weeks previously. During this congestion of traffic, which lasted for a month, the Canadian canal was in continuous operation for 559 hours, passing more than 1,148 vessels with a greater net tonnage than 2,871,728 tons.

On the Trent canal, upon which new construction is in progress, the extent under operation remains the same as in the previous year, namely 160 miles, extending from Lake Simcoe to Healey's Falls, a point, sixteen miles below the village of Hastings. The water was satisfactorily maintained at a uniform height throughout the year.

A considerable amount of work in the way of repair and improvement on this completed length of canal was executed, notably, in the dredging of portions of the River Otonabee below Peterborough, of portions of the channel between Lakefield and Young's Point, of the upper entrance to Fenelon Falls locks and the canal channel below Kirkfield Hydraulic lift lock. Wharfs were built at Pengelley's landing on Rice lake, at Whitefield landing on the Otonabee river; an additional length of 200 feet was added to Lakefield's concrete dock and a new landing pier 130 feet long, was built at Fenelon Falls.

The construction of a new concrete dam at Burleigh's Falls has been proceeded with, it being about two-thirds completed.

All the works on the Lindsay section consisting of a lock, dam and bascule bridge have been completed at this date with the exception of some minor details of the electrical equipment of the bridge.

On the Rosedale section, the work, consisting of building a new canal between Lakes Cameron and Balsam, 1·8 miles in length, together with a new concrete lock and dam to take the place of the old wooden structure, has been completed except for a small amount of channel excavation and some trimming and sodding of banks.

The work of water conservation through the dams on the various tributary streams, acquired from the Ontario government, has been considerable, new dams having been built at Redstone, Jack's Bark, Turtle and Bass lakes, the first two of concrete and the other three of rock-filled timber cribs, in addition to repairing and completing several other reservoir dams.

The construction of the Ontario-Rice Lake division is dealt with in an interesting and comprehensive report of the superintending engineer, which will be found in the Appendices hereto.

This division, which extends from Trenton on Lake Ontario, to Rice lake, is 56½ miles in length and is divided for construction purposes into seven sections, all of which are under contract. It follows the River Trent and will comprise 9½ miles of canal, 13 miles of subaqueous channel and 34 miles of deep river; the total rise between low water level on Lake Ontario and normal navigation level on Rice lake is 369 feet, to be overcome by 18 locks. The river and canal levels will be controlled by 14 dams, and 17 bridges are required, all of which, except one, will be swing or bascule spans. Up to date, 8 locks, 7 dams and 9 bridges have been built. The locks are concrete, with eight feet four inches of water on the sills; they are 175 feet long between the hollow quoins and 33 feet wide accommodating barges of 1,000 tons, about 150 feet long and 30 foot beam, drawing 8 feet of water. The work involved requires the removal of about 1,500,000 cubic yards of earth, 1,250,000 cubic yards of rock, loose and solid, and the building of about 400,000 cubic yards of concrete. The approximate cost is set down at $6,750,000; of which the estimated value of the seven contracts for the seven sections totals $5,100,000, on which there has been expended for work done and material delivered up to March 31, 1911, the sum of $2,009,737, or about forty per cent of the estimated value at contract rates of the seven contracts. Details of the work done will be found in the above mentioned report of the Superintending Engineer.

The Holland River division extends from Cook's bay, Lake Simcoe, to Holland's landing 8¾ miles, all on the Lake Simcoe level, and from Holland landing to Newmarket, 4¾ miles on which distance there is a rise of 43 feet, to overcome which three locks are required, together with three dams. The total value of work done and

materials delivered on this Section No. 2 up to March 31st, 1911, amounts to about sixty per cent of the value of the contract. No work has been done this year on Section No. 1, the contract for which not having been re-let.

Hydrographic surveys of the various lakes embraced in the Trent navigation system have been carried on with the object of making a complete set of charts of these waters.

No action has, so far, been taken with regard to the adoption of a route for the northern section of the canal from Lake Simcoe to Georgian bay, beyond making preliminary surveys of alternative routes.

On the Rideau canal, the spring freshet of 1910 occurred during the first week in March, a month earlier than usual. On the 15th of May, a leak broke out in the dam at Hogsback, necessitating the lowering of the water six feet and the suspension of navigation for seven days while the necessary repairs were being executed.

Steel brackets for holding flash boards have been placed on the Poonamalie dam for the purpose of conserving several inches of water on Lower Rideau lake, thus benefiting navigation towards the close of the season and tending to relieve the condition of water levels which prevailed from October 12th. to the end of the season when the water had fallen below five feet on the upper sill of Poonamalie lock and through navigation was suspended.

The repairs to the Carillon dam were completed during the year.

On the St. Peter's ship canal, in Cape Breton, preliminary steps are being taken and surveys are about to be commenced towards the rebuilding of the tidal waters' lock. The length of lock will be increased above that of the old lock to afford better accommodation for the traffic into the Bras d'Or lakes.

In addition to the works above referred to a considerable expenditure was made upon the usual works of maintenance and repairs. In carrying out such works the canal officials have been greatly hampered by the circumstances that the standard rate of pay in force on the canals, is below that prevailing in adjacent districts.

The Hudson Bay Railway surveys were continued throughout the year, field parties being engaged in revision of the location to the end of improving the grades and alignment and cheapening of construction.

A party was engaged in locating a line on the south bank of the Nelson river to obviate the construction of the expensive bridge over that stream, should Port Nelson be decided upon as the terminal point on the bay. Very satisfactory results were obtained throughout, a line having been developed with low grades, the cost of which will be within previous estimates.

The first step in the construction of this line was taken by entry into contract for the construction of the bridge over the Saskatchewan river at La Pas. The contract for the concrete substructure of this bridge was awarded to MacKenzie, Mann & Company, that for the steel superstructure to the Canadian Foundry Company. The bridge will consist of four fixed spans of 147 feet in length and a swing span of 262 feet in length, with roadways for highway traffic bracketted out from either side. The two abutments, pivot pier, and two of the fixed span piers have been completed. Nothing has been done towards the fabrication of the superstructure other than the preparation of detail designs.

In addition to the supervision of the works of construction and operation, numerous investigations of a technical nature have engaged the attention of the members of this branch. These investigations arise from damage claims, the submission of plans affecting property or interests of this department, application for leases, &c.

The inspection of subsidized railways has been continued as heretofore by Mr. E. V. Johnson: while pursuant to the provisions of the Government Railways Branch Lines Act, I personally made an examination of the branch lines connecting with the Intercolonial Railway.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN,
Chief Engineer.

A. W. CAMPBELL, Esq.,
Deputy Minister Railways and Canals.
Ottawa.

QUEBEC CANALS.

OFFICE OF THE SUPERINTENDING ENGINEER,

MONTREAL, September 12, 1911.

SIR,—I have the honour to submit herewith my annual report on the works under my charge, for the fiscal year ended March 31, 1911.

This division comprises the Lachine and Soulanges canals on the St. Lawrence route; the Ste. Anne, Carillon and Grenville canals on the Ottawa river; and the St. Ours and Chambly canals on the River Richelieu.

Of these, the Lachine canal is by far the most important, owing to its immediate connection with the harbour of Montreal.

I have much pleasure in stating that navigation was carried on without a single interruption throughout the season.

The only serious accident which occurred on the canals of the province of Quebec during the last fiscal year took place on September 23, 1910, when the steam barge *Fred. Kearney* collided with the upper gates of south lock No. 1, Lachine canal, throwing them down. The lower pair of gates was also carried away. The fact that there is a double set of locks at that point made it possible not to delay the traffic while repairs were being done.

CANAL STORES.

The death occurred on November 10, 1910, of Mr. P. B. Benoit, controller of canal stores. For the last four years he had spent a great deal of time and ingenuity in devising a set of books for the proper registering of materials used on the canals, and had finally brought the system to such a point as to make it a very simple matter for canal storekeepers to account for all materials received and appropriated.

The position of canal stores controller has not been continued.

LACHINE CANAL.

Length, 8½ miles; total rise, 45 feet; 5 locks, 270 feet x 45 feet with 14 feet of water on sills; 5 old locks, 200 feet x 45 feet with 9 feet of water on sills, still available to navigation.

REPAIRS AND RENEWALS.

The chief items of work performed under the above head during the year were as follows:—

Lock gates.—Besides overhauling the gates of all the locks, five pairs of spare gates were built for the following locks, one pair each for north and south locks No. 3, one pair each for north and south locks No. 5, and one pair for north lock No. 4.

Swing bridges.—All these bridges are now being operated by electric power. Bridge No. 7 at Lachine, which was the only one so far operated by hand, has been provided with electric machinery during the year.

Most of these bridges were thoroughly cleaned by the sand blast process, between April and November, 1910, the work being done under contract by the Canadian Sand Blast Company, of Montreal, in the most satisfactory manner and at a lower cost than could have been done by hand. The same company also painted the structures immediately after cleaning them.

Stationary bridges.—All the stationary bridges, nine in number, were replanked with 2-inch oak during the year, and a new one placed over the new supply weir at Lachine. It was built at our own shops; some old steel beams, which were on hand, were used in it, together with some new material.

Wharfs.—Nothing but ordinary work of maintenance was performed on the wharfs along both sides of the canal during the last fiscal year.

Mooring posts.—Pursuing the policy adopted a few years ago, 55 cast-iron mooring posts, and 90 nigger heads set in concrete, were placed at various points on both sides of the canal.

Concrete and masonry work.—The old masonry walls extending on both sides of the canal, from the Grand Trunk Railway bridge to a point 50 feet west of Wellington bridge, were taken down to the water line and rebuilt with concrete and an iron fence erected for the whole distance, with nigger heads conveniently inserted. Life protection ladders were also built into these walls.

Two concrete monoliths, faced with sheet steel, were built on the up and down stream sides of the south bridge at Lachine, making the entrance to the lock there quite safe.

The centre pier of the north swing bridge at Lachine having settled down about four inches, it was found necessary to remove it and rebuild it with concrete.

The roadway between the swing bridges, and from these bridges to supply weir at Lachine, was paved with Metropolitan blocks laid on concrete foundation, concrete sidewalks being provided along the roadway at the same time.

Another concrete sidewalk was laid along Riverside street, from Mill street to the lane in rear of the canal yard.

Buildings.—All the buildings connected with the canal were properly maintained during the year, new galvanized iron roofs being laid on the following: three dwellings in the yard on Mill street, occupied by the two head foremen and the diver; the canal storehouse and the blacksmith's shop, also in the Mill street yard; the timekeeper's office located near Wellington bridge.

River St. Pierre.—This small stream and the Lachine drain connecting with it were thoroughly cleaned three times from Rockfield to the syphon culvert at St. Henry, and great care taken during the year to prevent this culvert being blocked with refuse.

As you are aware, a commission was appointed two or three years ago for examining into the question of building a sewer from Rockfield to the St. Lawrence river, which would put a stop to the polluting of the Little river. So far nothing seems to have been done to carry out this scheme. In the meantime, the bed of the stream is being used by residents on both shores, from Turcot village to Buffalo bridge, as dumping ground for all kinds of refuse, and it might be well to consider the advisability of placing a covering over it to prevent such practice. However, only part of the river runs through the canal reserve lands, and I do not think that the government should undertake this work alone, but with the help of the city.

Fences.—The old wooden fences around the supply weirs and at both ends of the swing bridges at Lachine, also on both sides of the canal near Wellington bridge, and at the east and west ends of north basin No. 1, were replaced by strong iron ones.

Life-preserving appliances.—Fifty life preservers were made at our shops during the winter and placed at various points on the banks. They were made of pine and have proved to be well adapted for the purpose they are intended to serve. In connection with each of them are a pole and life lines permanently located on the bank during the navigation season.

For the last fifteen years, much attention has been given to the prevention of drownings in the Lachine canal, and, as the walls in the lower section from lock No. 1 to Wellington bridge were rebuilt, life ladders about 30 feet apart have been built

in all of them. The same was done in the section from Cote St. Paul to Lachine, where the old riprap walls were faced with concrete; and, at points where such ladders could not be placed, life preservers, poles and ropes are located at numerous points on the bank, as stated above. It is the intention to still improve these life-saving appliances.

CAPITAL.

Slope and vertical walls.—The work of rebuilding the slope and vertical walls with concrete was continued during the season of 1910, Messrs. Haney, Quinlan & Robertson being the contractors. The summer's operations covered about one-half mile of heavy wall and three miles of revetment wall on the south side.

Work was also commenced on the relining of the entrance pier at Lachine. The steel facing on the ice-breaker was laid, some concrete deposited in it, and the toe of the walls prepared for the concrete facing.

Widening and wharf accommodation at St. Henry and Cote St. Paul.—The work here was continued during the season of navigation. The Canadian General Development Company, who are the contractors, will finish their work in the summer of 1911.

Roller lift bridge.—The Canada Foundry Company, of Toronto, have been awarded the contract for the supply and erection of a Scherzer rolling life bridge over the entrance to the pond owned by the St. Paul Land & Hydraulic Company, on the south side of the canal, at Cote St. Paul. The bridge was practically erected at the close of the fiscal year, and will be completed during the present summer.

INCOME.

Improvements below weirs at St. Gabriel locks.—The contract for this work, which consisted of the lengthening of the guard pier forming the lower approach to lock No. 4, and of the widening of the canal between the outlet of the tailrace of the mills on the north bank at that point and the mouth of St. Gabriel basin No. 4, was awarded to Mr. M. Connolly during the winter of 1910.

The work was performed during the months of April and May, and effected the anticipated improvement at that point. The strong cross current, which so far had seriously interfered with vessels approaching the lock from below, has practically disappeared.

The works performed on the Lachine canal under the heads of capital and income are under the immediate supervision of Mr. H. R. Lordly, C.E.

QUEBEC CANALS.

Dredging.—During the months of May and June, the dredging fleet was engaged at St. Gabriel basins Nos. 3 and 4, removing material excavated in connection with the improvements recently done below St. Gabriel locks. Then it proceeded to basin No. 2, and, up to July 15, did some cleaning along the walls on the north side, after which it was sent up to the Soulanges canal, and for one month was engaged removing material deposited in front of the north wall between locks 1 and 2 which had been rebuilt in concrete during the winter. The material so dredged out was placed by the dredge behind the new wall.

From August 15 to 27, the channel to the canal quarry was cleaned and deepened in places.

During the first three weeks in September, some cleaning was done in the lower entrance to the St. Ours lock, after which the fleet returned to Lachine, where it was engaged for the balance of the season, going into winter quarters at the end of November.

Repairs to Vessels.—The two tugs, *Frank Perew* and *Ernest,* dredge No. 2 and derrick No. 2, as well as the twelve scows composing the dredging fleet, received the ordinary amount of attention during the year, no extraordinary repairs being required.

SURVEYS AND INSPECTIONS.

Good progress was made during the year with the survey of the Soulanges canal and our reserve lands on both sides, especially with a view to improving the drainage. The outside work of surveying was completed and a good portion of the levelling done. During the winter a skeleton plan of the canal was prepared and the complete plan of the upper section was plotted.

Several other surveys were also made, notably a hydrographic survey of the Bay of Valleyfield in connection with the works being done by the Canadian Light and Power Company at that place.

SOULANGES CANAL.

Length, 14 miles; 5 locks, 270 feet x 45 feet, 15 feet of water on sills; total rise, 84 feet.

REPAIRS AND RENEWALS.

Shops.—Two machine tools were added to our equipment here, a tool-grinding machine and a power saw for cutting metal.

Buildings.—Electric heaters have been installed in the overseer's office, in the shops, stores and storekeeper's lodgings.

Electric lines.—No. .00 copper wire was substituted for No. 4 on a section of the power line one mile and a quarter in length, and the mode of insulation of the telephone line changed, which constitutes a decided improvement.

Fences.—The old fences on a section of 2½ miles were renewed.

Scows.—One of the canal scows, after being overhauled, was provided with a 2½-ton derrick.

Canal slopes.—The replacing of the stone in the slopes, at and above the water line, has been continued during the summer of 1910, about one thousand cubic yards of flat quarry stones being used for this purpose.

CAPITAL.

Stopping leaks.—The contractors for this work, Messrs. Haney, Quinlan & Robertson, resumed operations in May, 1910, and, at the end of the season, had lined 6,424 lineal feet of the bank on the south side with a coat of concrete about 18 inches deep, the quantity of concrete so deposited from May to October being 17,830 cubic yards.

The effect of this lining is already quite apparent, the embankment behind it, which was more or less saturated with water, becoming quite dry in a few months.

During the winter of 1909-10, a strong gravity concrete wall was built along the north bank of the canal between locks Nos. 1 and 2. It was completed in time for the opening of navigation on May 1, 1910, and has effectually stopped the leaks which endangered the safety of this reach.

This wall was set back some 18 feet into the bank and made plumb, so as to give the large vessels navigating this canal better facilities to lie to in the reach, and to meet passing vessels coming out of lock No. 2.

Mooring posts.—Thirty new cast-iron mooring posts have been placed on the canal banks, chiefly between the St. Emmanuel and St. Dominique bridges, and between River Rouge and the guard lock. Each one is set in a concrete block measuring 140 cubic feet.

INCOME.

Ditches.—The widening and deepening of the side ditch on the north bank, between lock No. 4 and Clement's gully, was commenced in the fall of 1910, and a section of it—1,000 feet in length—completed. During the winter months, stone from the canal quarry was brought up to be used during the present summer for lining the bottom and slopes of this ditch.

Foot-bridge.—The old wooden foot-bridge over the tailrace of the weir at lock No. 3 was replaced by an arched steel span supplied and erected under contract by the Phœnix Bridge and Iron Works.

LAKE ST. FRANCIS.

Protection of shores.—The work of protection of both shores of Lake St. Francis against the erosive action of waves in high water was continued during the last fiscal year. Most of the amount provided for this purpose was expended on the south shore between the parishes of Ste. Barbe and St. Anicet; the balance in protecting the north shore between Coteau Landing and St. Zotique, and above River Beaudette.

Hungry Bay Dyke Road.—Another section of this road was macadamized during the summer of 1910, the necessary crushed stone being furnished under contract by Mr. Alfred Cossette, and the spreading and rolling of it done by men employed by the day. Two and three quarter miles were completed during the season.

STE. ANNE'S LOCK.

Length, ½ mile; one lock, 200 feet x 45 feet; 9 feet of water on the sills. Old lock still available to navigation, 200 feet x 45 feet, with 6 feet of water on the sills. Total rise, 3 feet.

REPAIRS AND RENEWALS.

Repairs.—The locks, lock gates, fences and buildings were kept in proper repair throughout the year.

INCOME.

In addition to the above, I have to report the placing of three cast-iron mooring posts set in concrete on either side of the lock; the installation, in the overseer's house, of a hot water heating system and water closet; the raising of the cribwork boom piers on the south shore above the upper entrance; and the raising of the wall on the south side of the upper entrance by the addition of a concerte coping 18 inches high.

CARILLON AND GRENVILLE CANALS.

CARILLON CANAL.—Length, ¾ mile; 2 locks, 200 feet x 45 feet; 9 feet of water on the sills; total rise, 16 feet.

GRENVILLE CANAL.—Length, 5¾ miles; locks, 200 feet x 45 feet; 9 feet of water on sills; total rise, 43¾ feet.

REPAIRS AND RENEWALS.

Outside of keeping the structures in good order, little was done under the above head during the past year, except the rebuilding of lock gates for locks Nos. 5 and 7.

INCOME.

Under the head of income, I have to report the rebuilding in concrete of the old waste weir between locks 6 and 7, Grenville canal, and the completing of the repairs to the Carillon dam. A section of the apron of this dam, about 200 feet in length, was taken up, the cribs underneath it refilled with stone, and the timber covering put down again. The whole of the dam is now in first rate condition.

ST. OURS LOCK.

Length, ⅛ mile; one lock, 200 feet x 45 feet; 7 feet of water on the sills; total rise, 5 feet.

REPAIRS AND RENEWALS.

Under the above head, there is nothing to record here beyond the maintaining of the various structures in good repair.

INCOME.

A new stable and shed with concrete foundations was built here last year.

Some of the piers below the lock, which had only been temporarily repaired in 1909-10, were partly carried away by ice last spring. They will be rebuilt in concrete during the coming fall.

CHAMBLY CANAL.

Length, 12 miles; 9 locks, 118 feet x 22½ feet; 6½ feet of water on the sills; total rise, 74 feet.

REPAIRS AND RENEWALS.

A considerable amount of work was done here on the riprap of the slopes, some 3,000 feet in length having been rebuilt during April, 1910.

A platform wharf, 223 feet in length, was built on the east side of the canal opposite the workshops. It is of great help in loading materials for repairs, and as a protection for the canal scows.

An old scow, 60 x 22 feet, was completely overhauled and provided with a steam crane. This floating derrick will be a decided improvement on the hand derrick formerly used here.

INCOME.

Chambly Canton wharf.—The old wooden wharf here was taken down and rebuilt in concrete; it is 250 feet long and 10 feet in height.

Ditch at Lock No. 6—This ditch, 1,367 feet in length, was not deep enough to take care of the surface waters and of some water percolating through the canal bank. It has been sufficiently deepened and widened, and both sides lined with substantial dry masonry walls.

Road bridges.—The department has charge of the maintenance of a number of bridges, or rather, culverts, on the road along the west side of the canal. All these culverts were formerly of wood, and their maintenance was quiet expensive. It has been thought more economical, as soon as they got out of repair, to replace the wooden structures with vitrified clay pipes. During 1910-11, nine of these culverts were thus renewed, the pipes ranging from 15 to 24 inches in diameter.

Addition to Lockmaster's House, Lock 5.—This addition, consisting of a wooden structure, 12 x 24 feet, was completed before the end of the fiscal year. All the buildings provided as lodgings for the operating staff on this canal have been overhauled and a number of them enlarged in the last nine or ten years. Only one now remains to be similarly treated, and money has been provided for this purpose in the estimates for 1911-12.

ST. JOHN'S HARBOUR IMPROVEMENTS.

The contract for this work was awarded to Messrs. W. J. Poupore & Co., in November, 1908, but operations were not commenced until the following spring.

The specification provided for the removing of an old timber wharf and the building of the new one in such a position as to make the canal entrance of uniform width up to a point about 100 feet south of the Grand Trunk Railway bridge, and a breakwater built from the river shore, located 700 feet above this extension; also the replacing of the town's waterworks intake pipe which had to be disturbed by the new works.

The work went on with slow progress until completion in December, 1910.

Both the wharf and breakwater are built of suitable cribwork and constitute a decided improvement.

In connection with this contract, considerable dredging was done by the canal dredge, and the material so moved used in filling low ground behind the new wharf.

The berthing accommodation thus provided amounts to 800 feet.

The works under the heads of capital and income on the Lachine canal are under the immediate supervision of Mr. H. R. Lordly; and the same class of works, as well as the surveys and inspections in connection with the other canals in this division, are in charge of Mr. L. S. Pariseau.

I am pleased to say that the manner in which these gentlemen and the staff under them have performed their duties during the last fiscal year has been entirely satisfactory; and I am pleased to give an equally good account of the faithful and efficient services rendered by the other employees in this division.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,
Superintending Engineer.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1 at lower entrance, and new Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	New Lock No. 1, Lower Sill.				New Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	22	2	18	4	17	10	17	0
May	20	0	17	6	18	2	16	11
June	18	10	16	4	17	3	16	4
July	16	4	15	0	16	3	15	6
August	15	3	14	7	15	8	15	4
September	15	2	14	0	15	3	14	10
October	14	11	13	10	15	4	14	8
November	15	0	14	0	15	2	14	10
December	30	1	14	2	16	11	14	2
1911.								
January	29	3	23	5	15	10	14	6
February	24	8	21	5	15	4	13	9
March	25	0	21	10	15	0	13	2

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance, and Lock No. 5 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	Lock No. 1, Lower Sill.				Lock No. 5, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	19	2	18	6	16	9	16	7
May	19	6	18	4	17	4	16	9
June	18	8	18	1	17	1	16	9
July	18	1	17	4	17	0	15	9
August	17	5	17	1	16	9	16	6
September	17	1	16	8	16	7	16	1
October	16	9	16	6	16	5	15	9
November	16	9	16	6	16	2	15	6
December	19	0	16	5	16	8	15	7
1911.								
January	20	9	18	0	16	8	15	7
February	29	3	21	1	16	9	16	0
March	25	4	22	7	16	9	15	9

BEAUHARNOIS CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 6 at lower entrance, and Lock No. 14 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	Lock No. 6, Lower Sill.				Lock No. 14, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	12	0	11	6	11	7	11	2
May	12	5	11	4	11	11	11	5
June	11	10	10	9	11	9	11	6
July	10	9	10	0	11	7	11	3
August	10	10	9	9	11	7	11	0
September	9	11	9	4	11	5	10	10
October	9	9	9	5	11	2	10	8
November	9	8	9	5	11	0	10	5
December	14	0	9	3	11	4	10	4
1911.								
January	18	6	14	4	11	5	10	2
February	19	3	16	6	11	1	10	1
March	17	6	14	6	11	5	10	3

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 10 at lower entrance, and Lock No. 1 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	Lock No. 9, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	15	4	13	3	11	4	10	2
May	14	3	12	4	11	0	9	7
June	12	10	11	2	10	2	9	2
July	11	1	9	4	9	3	8	2
August	9	4	8	3	8	7	7	5
September	8	11	7	2	8	7	7	4
October	10	7	9	2	9	0	6	11
November	10	0	8	5	8	7	6	11
December	8	10	8	0	7	11	7	6
1911.								
January	10	11	8	11	8	6	7	10
February	10	0	9	8	8	5	8	1
March	12	4	9	9	8	10	8	0

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Ours Lock, during the fiscal year ending March 31, 1911.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	15	1	12	7	12	5	11	1
May	13	11	10	11	11	6	10	7
June	12	9	9	9	10	9	9	9
July	9	5	7	8	9	9	8	6
August	7	10	6	11	8	10	8	0
September	7	11	6	2	9	0	7	6
October	7	9	6	5	12	2	9	2
November	7	8	7	1	10	0	8	2
December	8	10	7	5	8	10	7	10
1911.								
January	9	5	8	1	8	10	8	1
February	10	5	8	7	8	9	8	4
March	9	10	8	4	10	0	8	5

ST. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of St. Anne's Lock at the lower and upper entrances, during the fiscal year ending March 31, 1911.

Months.	Lock No. 1, Lower Sill.				Lock No. 1, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	13	0	12	1	15	4	13	7
May	13	1	12	0	15	6	13	3
June	12	5	11	4	14	0	12	6
July	11	4	10	5	12	5	10	11
August	10	7	10	2	10	11	10	8
September	10	5	9	8	11	2	10	4
October	10	3	9	10	11	5	10	3
November	10	3	9	8	11	6	11	3
December	11	4	9	4	11	6	10	9
1911.								
January	11	3	10	2	11	2	10	8
February	10	11	10	1	12	7	10	10
March	10	6	9	3	10	9	10	3

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1 at lower entrance, and Lock No. 2 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	Lock No. 1, Lower Sill.				Lock No. 2, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	17	3	15	1	17	4	14	10
May	17	4	14	7	17	3	14	7
June	15	9	13	9	15	7	13	6
July	13	9	12	0	13	4	11	4
August	12	2	11	11	11	6	11	2
September	12	4	11	6	11	11	10	9
October	12	8	11	4	12	6	10	9
November	12	8	12	5	12	5	12	2
December	12	7	11	9	13	6	12	0
1911.								
January	12	4	12	0	14	11	11	0
February	13	6	12	4	11	0	10	3
March	12	9	11	7	10	10	9	6

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3 at lower entrance, and Lock No. 7 at upper entrance, during the fiscal year ending March 31, 1911.

Months.	Lock No. 3, Lower Sill.				Lock No. 7, Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	21	6	18	4	18	6	15	10
May	21	5	18	0	18	6	15	6
June	19	1	16	4	16	6	13	11
July	16	4	13	9	13	10	11	2
August	14	1	13	7	11	6	10	11
September	14	5	13	1	11	8	10	3
October	15	0	13	1	12	4	10	1
November	14	11	14	7	12	7	12	0
December	17	6	14	6	12	5	11	1
1911.								
January	19	2	15	2	11	0	10	0
February	21	9	19	0	9	11	9	0
March	21	5	17	4	10	4	8	9

ST. LAWRENCE CANALS.

OFFICE OF THE SUPERINTENDENT,

CORNWALL, Ont., March 31, 1911.

SIR,—I have the honour to submit herewith the annual report on the maintenance and operation of the Ontario-St. Lawrence canals for the year ending March 31, 1911.

THE CORNWALL CANAL

was opened for navigation April 30 and closed December 5, making a navigation season of 221 days.

The lower reaches of the canal were unwatered during the month of April, and in that time we painted all the lock gates; cleaned the floors of the locks and made all below-water repairs; built 125 lineal feet of concrete wash wall on the north bank, east of lock No. 18; excavated trench and laid foundation for 2,000 feet of concrete wash wall on the north bank between locks 18 and 19; built timber substructure for extension to northwest entrance pier at lock No. 19; examined south bank in the vicinity of Robertson's culvert by excavating a trench along the face; lifted and reset all the coping on the north side at the guard gates, replaced chipped and broken stones with new ones, renewed the bumping posts and walings; put in 20 lineal feet of concrete wash wall east of the weir at old lock No. 17; laid new telephone cable across the basin below lock No. 17.

There were several minor accidents to lock structures during the season, but the only one causing any extended delay was the wrecking of two gates of lock No. 18 by the steamer *Phenix* on July 22, when the delay was twenty-four hours. Very considerable damage was caused to the mills at the foot of the canal from the flood of water released.

As a result of the critical examination of the south bank at Robertson's culvert, it was decided to recommend reinforcing the bank at this point, and an appropriation has been asked for this work, to be done during the coming season.

Built 2,000 lineal feet of concrete wash wall on the north bank, between locks 18 and 19, for which preparations had been made while the canal was unwatered in April.

Built 200 feet of concrete superstructure for north upper entrance pier at lock No. 19.

A section of flooring 25 feet long below the waste weir, lock 17, came up, and was relaid in concrete.

Locks 19 and 20 were fully equipped with iron snubbing posts set in a block of concrete, and the lock copings reinforced with a backing of mass concrete.

The riprap all along the canal was kept in repair, and a stretch of about 1,000 lineal feet rebuilt.

All the back ditches were cleaned and the banks generally kept in good condition.

A pair of new gates was built for the upper end of old lock 16, and a pair for the lower end of lock 17; used gates were rebuilt and refitted throughout, and stepped in lock 17, lock 18 (two pairs), lock 19 (two pairs); and a spare pair for lock 19 rebuilt.

A new derrick scow, 23 x 70 x 6, was built, and will go into commission at the beginning of this season.

THE WILLIAMSBURG CANALS

were opened May 1 and closed December 5, except that the lift lock on the Galops canal was opened April 20.

The Rapide Plat canal was unwatered from April 11 to 16 to permit of an examination of the bottom for boulders. A considerable number were located, and afterwards picked up.

The spare gates for the lower end of the Farran Point lock were stepped, and the pair taken out, repaired and kept for spare. The lower entrance pier was repaired; the entrance pier to the old lock was refloored, and the gas cable at the upper end of the canal taken up, repaired and replaced.

Rebuilt the pair of gates taken out of lock 24 and also out of lock 28, for spares.

Placed about 2,000 cubic yards of field stone protection on the outer bank of the Galops canal, above Cardinal.

Built new derrick scow, 23 x 70 x 6, which will go into commission at the beginning of the coming season.

Made extensive repairs to the water-supply pipe at Iroquois under the south lock wall, and rebuilt 700 feet of sidewalk in concrete.

Mr. C. D. Spencer, master of lock 28, Galops canal, died, and the vacancy created was filled by the appointment of Mr. Neil Cummings.

THE MURRAY CANAL

was opened April 1 and closed December 5, making a navigation season of 249 days.

The traffic increased very largely this season, and insistent demands are being made for greater depth of water.

The banks and all canal structures were maintained in good condition, and a couple of additional back ditches opened up.

Mr. P. H. Clarke, master at the C. O. R. bridge, died, and the vacancy was filled by the appointment of Mr. G. B. Fieldhouse.

I have the honour to be, sir,

Your obedient servant,

W. A. STEWART,
Superintendent.

W. A. Bowden, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ontario.

RECORD of Highest and Lowest Levels of Water on the 'Ontario-St. Lawrence Canals' for Year ending March 31, 1911.

Month.	CORNWALL CANAL.				FARRAN POINT CANAL.				RAPIDE PLAT CANAL.				GALOPS CANAL.				LIFT LOCK.		MURRAY CANAL.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
1910.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.	Ft.
April	15·6	15·2	16·2	15·7	18·1	17·1	18·4	17·6	17·9	16·8	17·1	16·2	20·8	19·4	16·7	15·9	17·2	16·1	13·8	13·0
May	15·9	15·4	16·4	15·9	18·5	17·6	18·9	18·0	18·1	17·3	17·9	16·7	20·9	20·0	17·0	15·9	17·8	16·7	13·9	13·5
June	15·9	15·6	16·4	15·9	18·9	17·9	19·1	18·2	18·3	17·5	17·7	17·0	21·6	20·3	16·9	16·2	17·9	16·8	13·10	13·5
July	15·7	15·4	16·3	15·9	18·3	17·7	18·9	18·2	17·9	17·4	17·9	16·8	20·7	20·1	16·6	16·1	18·8	16·8	13·8	13·3
August	15·6	15·1	16·4	15·5	18·4	17·2	18·9	17·7	18·0	16·9	17·5	16·4	20·7	19 3	16·5	15·7	17·5	16·2	13·5	12·10
September	15·4	14·7	15·9	15·3	17·6	16·5	18·2	17·3	17·3	16·2	17·2	15·0	20·0	18·1	16·3	14·7	16·8	14·8	13·2	12·5
October	15·1	14·7	16·0	14·7	17·6	16·0	18·0	16·7	17·2	15·7	16·7	15·2	20·1	18·0	16·2	15·1	16·9	15·0	12·8	11·5
November	15·1	14·5	15·5	14·8	17·2	16·0	17·8	16·5	16·9	15·6	16·5	15·0	19 7	18·0	15·9	14·7	16·7	14·7	12·5	11·9
December	16·6	14·5	15·4	14·7	17·1	16·2	17·5	16·5	16·7	15·3	16·5	14·7	19·7	17·5	15·9	13·8	16·4	13·9	12·3	12·0
1911.																				
January	22·0	16·3	16·0	14·9	18·7	16·3	19·1	16·6	16 9	15·0	16·0	13·8	18·8	16·2	15·5	14·2	15·9	13·2	12·2	12·0
February	24·3	21·1	16·7	13·7	20·2	17·5	20·0	17·7	17·7	15·6	15·3	13·3	18·0	16·3	14·7	13·9	14·8	13·0	12·3	11·8
March	24·7	20·0	15·8	14·9	18·2	16·9	17·9	16·6	16·6	15·2	15·9	14·5	18·6	17·0	15·7	14·2	15·8	14·0	12·5	11·8

STATEMENT of Fines and Damages, in connection with Ontario-St. Lawrence Canals, during Season of 1910.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1910.		$ cts.	$ cts.		
	May 2....	Tug 'Bronson'.....	.....	30 00	Montreal Transportation Co.....	Paid.
20	" 17....	" 'Security'.....	18 80	50 00	Imperial Oil Co.....	"
21	June 25....	Bge. 'Augustus'.....	10 00	.....	M. T. Co.....	"
15	" 25....	Str. 'Windsor'.....	17 76	.....	"	"
18	July 22....	" 'Phœnix'.....	1,820 67	.....	Geo. Hall Coal Co.....	"
	" 30....	Tug 'Mary Ellen'	.....	20 00	Ed. Jesmer.....	"
	" 30....	" "	.....	5 00	"	"
18	Aug. 2....	Str. 'Odland'.....	10 00	.....	A. Fredrickson	"
19	" 8....	" 'Waccamaw'.....	10 00	.....	J. L. Croswaite.....	"
19	" 14....	" 'Rosemount'.....	10 00	.....	M. T. Co.....	"
19	" 19....	" 'Bickerdike'.....	20 00	.....	Merchants Mutual Line.....	"
21	Sept. 19....	Bge. 'Mamie'.....	5 35	.....	M. T. Co.....	"
GG	" 22....	Str. 'Odland'.....	16 15	.....	A. Fredrickson.....	"
	Oct. 18....	" 'A. E. Ames'.....	.....	5 00	Can. Lake and Ocean Nav. Co.....	"
17	Aug. 12....	" 'Buckeye State'.....	4 37	.....	J. L. Croswaite	"
1909 21	Nov. 23....	" 'Newona'.....	15 00	20 00	Reford Steamship Line	Not paid.

WILLIAMSBURG CANALS.

22	Sept. 30....	Bge. '6'.....	25 00	.....	Imperial Oil Co.....	Paid.
	Oct. 6....	Str. 'Saskatoon'.....	.....	5 00	Mutual Line.....	"

MURRAY CANAL.

	1909.					
Ry. Bge.	Oct. 2....	Str. 'L. S. Porter'.....	23 25	.....	Hepburn Bros.....	Paid.

Department of Railways and Canals,

Ontario-St. Lawrence Canals,
Resident Engineer's Office,

Cornwall, April 1, 1911.

Sir,—I have the honour to submit my annual report on the works under my direction for the fiscal year ending March 31, 1911.

CORNWALL CANAL.

Improving Upper Entrance to Lock 17.—This work comprises the construction of a cribwork and concrete approach wall, 660 feet in length, on the north side of the upper entrance to this lock; the widening, by dredging, of the bottom of the canal in the vicinity; the construction of four cribs between the old and new canals a short distance above the lock for the storage of spare lock gates; and the construction of a small concrete waste weir, to supplement the present waste weir to the river, south of the lock, the capacity of which is insufficient to control the water in this level when the mills at the foot of the canal are closed.

A contract for this work was entered into with Messrs. Fallon Bros., of Cornwall, on June 1, 1910.

Work was commenced on June 13 and carried on without interruption till November 24, when the work was stopped for the season. During this time all of the work in connection with the construction of the waste weir, possible to do with the water in canal, was accomplished. The necessary dredging to prepare bottom to receive cribs in approach wall was completed and a portion of the dredging in widening bottom of canal. All of the cribs in approach wall were constructed, sunk in position and filled with stone, and a portion of the back fill behind same was placed.

During the winter the contractors delivered the gravel required for the construction of the concrete walls, as well as timber for gate cribs, and preparations are now all completed for the prosecution of the work necessary to do, while the canal is unwatered, before the opening of navigation.

Extension of Wall across Washout above Lock 18.—This work consists of the extension, westward for a distance of 465 feet, of the concrete wall constructed across the break in canal bank which occurred in June, 1908.

A contract having been entered into with Mr. Gordon R. Phillips for this work, operations were commenced on April 1, 1910, as soon as the canal was unwatered, and vigorously prosecuted with the result that on April 29 the whole of the concrete wall was completed to about 18 inches above level of water in canal and a small portion of the back filling was placed in position. The work of completing concrete wall and placing the remainder of the back filling was immediately continued, and the whole of the work embraced in this contract was completed in a most satisfactory manner on July 29, 1910. The final estimate for this work has been paid.

Improving Upper Entrance to Lock 19.—While the canal was unwatered during the month of April, 1910, the tops of the old timber cribs on the north side of this entrance were removed to one foot below level of water in canal, the cribs enlarged to bring them to a proper line with the lock and a new crib constructed. Later in the season concrete walls were constructed on these cribs and extensive repairs made to the copings of the old masonry walls at the upper entrance to this lock.

Plans and specifications have been prepared and tenders are now being invited for the extension of the present approach wall on the north side of the upper entrance to this lock.

During the night of October 26 last, a portion of the old timber and plank flooring in the tailrace of the waste weir at lock 17 broke and lifted. The water was taken out of the level above this weir during the night of the 27th, and the following day the broken floor was removed, the foundation thoroughly cleaned out, and the whole replaced with stone and concrete. Navigation was resumed on the morning of the 29th. It being found impracticable to properly complete the repairs with the water in the canal, and having everything secure against further damage in the meantime, it was decided to defer the completion of the repairs till the canal should be unwatered during this month, when the repairs will be completed.

A contract was entered into with the Randolph Macdonald Co., Ltd., on August 30, 1910, for the removal of certain high areas in the bottom of canal, notably near the upper dam below lock 21, the entrance to the waste weir at the lower dam and certain small areas at other places in the canal. Work on this contract was commenced on September 5 and carried on without interruption till November 18, when the work was discontinued for the season. It is expected that this work will be completed about June 1.

WILLIAMSBURG CANALS.

FARRAN POINT CANAL.

Plans and specifications have been prepared and tenders are now being invited for the extension of the present line of cribwork along the north side of the lower entrance to this canal, with a view to improving the approach to this canal which at present is both difficult and dangerous.

RAPIDE PLAT CANAL.

Plans and specifications have been prepared and tenders are about to be invited for improving the lower entrance to lock 24. Tenders are also about to be invited for the removal, by dredging, of certain high areas in the bottom of this canal.

GALOPS CANAL.

The work of removing the tops of the old wooden piers and bridges across the head and tailrace to the supply weir at Lock 27, and the rebuilding of same in concrete and steel, under contract with Messrs. McCoy & Wilford, Ltd. and which was commenced in 1909, was completed in a satisfactory manner on September 30. The final estimate for this work has been paid.

Plans and specifications have been prepared and tenders are now being invited for the construction of a cribwork and concrete approach wall on the south side of the upper entrance to Lock 28.

MURRAY CANAL.

In view of the complaints which have been received during the past three seasons from owners of vessels navigating this canal, a sum of $15,000 has been placed in the estimates for 1911-12, to provide for the removal of high areas existing in the bottom of the canal. Specifications have been prepared and tenders will shortly be invited for this work.

It is proposed during the coming season to have a complete survey made of this canal with a view to ascertaining the cost of providing for 14 foot navigation at low water. The canal, as originally constructed, provided for a depth of only 11 feet at low water stages in Lake Ontario.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,
Resident Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

Superintending Engineer's Office,

St. Catharines, March 31, 1911.

Sir,—I have the honour to report upon the maintenance and operation of the Welland canal and its branches for the fiscal year ending March 31, 1911.

NAVIGATION SEASON.

The canal opened for navigation on April 15 and closed December 15, 1910.

ACCIDENTS.

One serious accident occurred during the year. The lower gates of lock No. 8 were unmitred by wave action while the lockmen were at the upper end of the lock: when the water was let into the lock the gates were carried away, causing a delay to navigation of ten hours.

The steamer *Sharples* stuck in the aqueduct at Welland for 18 hours, during low water caused by a heavy easterly wind.

IMPROVEMENTS—NEW CANAL.

Mr. W. E. Phin has completed his contract for 'Widening canal about a mile north of Welland.'

Mr. J. E. Russell has completed his contract for 'Widening canal south of Welland.'

The widening of these two stretches of the canal makes a great improvement to navigation.

Mr. M. J. Hogan has completed his contract for 'Widening canal at the head of lock No. 2,' making a much needed improvement.

The Michigan Central Railway Company, during the winter of 1910-1911, replaced their old centre pier swing bridge at Welland with a long span swing bridge having the pivot pier on the west side of the canal, leaving a clear channel for navigation 100 feet in width. All the piers of this bridge have been placed deep enough to allow the canal to be enlarged to ship canal size.

PORT COLBORNE.

Messrs. Hogan & Macdonnell have practically completed their contract, entered into in 1900, which covered the bulk of the improvements done at Port Colborne.

Mr. M. J. Hogan has practically completed his contract entered into in 1910 for 'Widening the deep water channel along West Pier and building mooring dock west of Government Elevator.'

The government elevator did a fair business in the fall of 1910, handling over 3,000,000 bushels of grain, the receipts for handling which more than paid all operating and repair expenses for the year.

REPAIRS—NEW CANAL.

Ordinary repairs to structures on the new canal were carried out during the year.

A new steel pontoon gate-lifter, designed by myself, and built under contract by Messrs. M. Beatty & Sons, Limited, has been placed in commission and works very satisfactorily. In this machine, the old water pockets for counterweighting have been dispensed with, and rolling counterweights, operated by the engine, substituted therefor. The improvement on the old style is very marked.

For the use of the repair gangs, a reinforced concrete scow was built to replace an old wooden one. The over all dimensions are 80 ft. x 24 ft. x 7 ft. The deck, bottom, sides and bulkheads are two and one-half inches in thickness, and no timber whatever enters into the construction, except the walings which are of 6-in. x 8-in. oak.

The scow does not leak at all and acts well under load, easily carrying thirty cords of rubble stone.

REPAIRS—OLD CANAL.

Ordinary repairs were carried out.

An old bridge at Allanburg, and one at Lock No. 5, were replaced by bridges taken from the New canal a few years ago, when they were replaced by long span steel structures.

WELLAND SHIP CANAL.

Surveys and borings were made during the year on three proposed routes. This work will be covered by a separate report.

GENERAL.

The water in lakes Erie and Ontario was fairly up to normal all summer, but lake Erie became quite low in November and December, 1910.

Mr. John Steffens was superannuated on April 1, 1910.

The following superannuated employees died during the year:—

John Sullivan, on 13th April, 1910.

Jacob Reuter, on 1st July, 1910.

Michael Driscoll, on 25th October, 1910.

Attached is a statement of moneys collected for damages caused to canal property by different vessels; also a statement showing the highest and lowest recorded depths of water on the mitre sills of the locks at Port Dalhousie and Port Colborne for each month of the year.

I have the honour to be, sir,

Your obedient servant,

J. L. WELLER,
Superintending Engineer.

To W. A. Bowden, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

WELLAND CANAL.

STATEMENT showing the highest and lowest depths of water on the Lower Mitre Sill, Lock No. 1, New Welland Canal, Port Dalhousie, for the fiscal year ending March 31, 1911.

Months.	Lower Sill.				Months.	Lower Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	1910.	Ft.	In.	Ft.	In.
April	16	1	15	8	November	15	3	14	11
May	16	5	16	1	December	15	1	14	8
June	16	6	16	3	1911.				
July	16	5	16	0					
August	16	1	15	11	January	14	10	14	6
September	16	1	15	7	February	14	10	14	7
October	15	7	15	3	March	14	11	14	6

STATEMENT showing the highest and lowest depths of water on the Upper Mitre Sill, Lock No. 27, New Welland Canal, Port Colborne, for the fiscal year ending March 31, 1911.

Months.	Upper Sill.				Months.	Upper Sill.			
	Highest.		Lowest.			Highest.		Lowest.	
1910.	Ft.	In.	Ft.	In.	1910.	Ft.	In.	Ft.	In.
April	15	3	14	2	November	15	3	13	6
May	15	9	14	7	December	15	0	13	3
June	15	7	14	5	1911.				
July	15	9	13	11					
August	15	7	13	11	January	14	11	13	3
September	15	2	14	2	February	15	3	11	9
October	15	10	13	9	March	14	3	13	2

STATEMENT of Damages to Welland Canal property during the fiscal year ending March 31, 1911, and the amount paid on account of said damages.

Date of Damage.	Name of Vessel.	Amount of Damage.	Amount Paid.	Date Paid.	Where Paid.
1909.		$ cts.	$ cts.	1910.	
May 16....	Str. 'Gargantua'....	6,485 66	1,485 56	June 25....	Department.
1910.					
April 28....	" 'Rutland'.....	38 63	38 63	July 11....	Port Dalhousie.
May 3 ...	" 'W. J. Averell'.....	23 50	23 50	Dec. 22....	"
June 20.. ..	" 'John Sharples'.....	30 93	30 93	Aug. 11....	"
July 9 ...	" 'Odland'.....	25 25	25 25	" 6....	"
" 12...	" 'John Lambert'.....	59 20	59 20	" 13.. .	"
" 22 ...	" 'A. D. Davidson'..... .	15 91	15 91	Sept. 13....	"
Aug. 6....	" 'Keyport'.....	13 85	13 85	" 13....	"
" 11....	" 'John Sharples'.....	14 55	14 55	" 21 ...	"

SAULT STE. MARIE CANAL.

SUPERINTENDING ENGINEER'S OFFICE, SAULT. STE. MARIE, ONT.

APRIL 14, 1911.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal, during the fiscal year ending March 31, 1911.

The canal was opened for traffic on April 12, 1910, and closed on December 15, having been in operation for 247 days.

The traffic passing this point, through the Canadian and United States canals, again shows a large increase over any previous year. The freight amounted to 62,363,-218 tons, an increase of 7¾ per cent over last year; the passengers number 66,933, or an increase of 11½ per cent ; and the registered tonnage of vessels amounted to 49,-856,123 tons, an increase of 6½ per cent.

On the Canadian canal, the freight tonnage amounted to 36,374,479 tons, an increase of 31 per cent; the passengers numbered 33,609, an increase of 5 per cent; and the registered tonnage amounted to 23,349,151 tons, an increase of 31 per cent.

This very large increase was caused partly by the fact that the Canadian canal opened twenty-three days earlier than the United States canal, but mainly by the greater depth of water in the Canadian lock,—this increased draft of 6 inches having been taken advantage of by vessels in a more systematic manner than heretofore.

CONGESTION OF TRAFFIC

While the Canadian canal was handling the whole traffic before the United States canal was opened, the congestion of traffic was very great; and when the latter canal opened on May 5, no less than sixty-eight vessels were waiting at anchor in the river below and seventy-two vessels were waiting at anchor in the river above the lock.

During the congestion of traffic, which lasted until May 10, the Canadian canal was in continuous operation for 559 hours, passing 1,148 registered vessels with a net tonnage of 2,871,628 tons, besides a small number of unregistered vessels.

In addition to the canal patrol boat, which was kept in operation above the canal, a tug was employed below the canal under the control of the canal, but at the expense of the Lake Carrier's Association, for the purpose of keeping the vessels in line.

PATROL BOAT.

A patrol boat was kept in operation, in the river above the canal, throughout the season, and proved of great service in keeping vessels in line in times of congestion

This congestion occurred once or twice every week to a limited extent, but more particularly in foggy weather when vessels became bunched together.

This patrol boat was compelled to lie at Point aux Pins light, about six miles above the lock, for the greater part of the time, for the purpose of recording the order in which vessels arrived, and the distance proved too great to allow her to keep in touch with the lock. It is, therefore, considered necessary to establish telephone communication between the lock and Point aux Pins light.

ACCIDENTS.

During last season the canal was operated without serious accident, either to the lock or to the vessels using the canal. This freedom of accident is attributed to the control kept over vessels by the linemen on the piers.

REPAIRS AND IMPROVEMENTS.

The old wooden posts on the south side of the lock were replaced by iron posts set in concrete blocks, similar to those on the north side of the lock.

A number of iron posts, set in concrete blocks, were also placed along the north pier above the lock to replace the old wooden posts.

The floats along the north side of the canal, above the movable dam, were renewed and made one timber wider and two timbers in depth. This work will be continued during the coming summer. These floats are required on account of the heavy batter of the wall, to prevent boats from damaging their bilges.

IMPROVEMENTS TO POWER HOUSE.

Owing to the difficulty of controlling the machinery in the power house under the greatly varying load, a governor not being workable with the closed penstock, it had become necessary to place a permanent load, in the shape of a propeller wheel, so that the load would not be entirely removed at any time. This condition of affairs caused the power to fail at times when the maximum load was required; and to overcome this difficulty it was decided to install a governor, making such alterations as were necessary to make it workable.

These alterations consisted of a new water wheel to replace one of the old wheels, and a fly wheel: the cutting of the intake pipe to form an open basin, and the discharge pipe to form a standpipe.

This work is well advanced and will be completed in time to allow the new machinery to be used at the opening of navigation.

NEW LOCK GATES.

The contracts entered into with Messrs. Roger Miller and Sons for seven pairs of solid timber gates and for a derrick scow, have been completed.

Four pairs of new gates have been stepped, in place of the old frame gates, which were in bad condition; and all five pairs of gates on the lock are of solid timber construction. The remaining three pairs of solid timber gates are held in reserve.

The derrick scow has been placed in commission, and has proved satisfactory.

UPPER NORTH PIER.

In connection with the contract entered into with Mr. J. J. Collins for the rebuilding of the upper north pier, the cribwork is practically completed, and the con-

crete superstructure is still to be built. This work will be completed about July 31, next.

REPAIRS TO MOVABLE DAM.

The material for the repairs to the movable dam has been delivered and the work of repairing the dam commenced. This work will be completed in a few weeks.

The usual statements are attached, showing the traffic passing this point through the Canadian and American canals.

I have the honour to be, sir,
Your obedient servant,

J. W. LEB. ROSS,
Superintending Engineer.

W. A. BOWDEN, ESQ.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SAULT STE. MARIE

COMPARATIVE STATEMENT since Opening of Lock, Sept. 9, 1895.

——	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1895		1896		1897	
Period open	Sept. 9. to Dec 6.	.....	May 7. to Dec. 10.	.....	April 21. to Dec. 14.	
Canadian registered ton'age	125,240	.....	586,571	461,331	398,343	—188,228
U.S. registered tonnage	623,131	.....	3,810,794	3,187,663	3,406,018	—404,776
Total tonnage	748,371	.....	4,397,365	3,648,994	3,804,361	—593,004
Lockages	698	.....	3,042	2,344	2,976	—66
Vessel Passages	1,193	.....	5,189	3,996	4,376	—813
Time passing lock	212 h. 27 m.	.....	984 h. 22 m.	771 h. 55 m.	684 h. 11 m.	—300h. 11m.
Average time lockage	18·26 min.	.....	18·42 m.		13.97 m.	
	1898		1899		1900	
Period open	April 11. to Dec. 9.		April 26. to Dec. 20.		April 23. to Dec. 16.	
Canadian registered ton'age	403,331	4,988	561,759	158,428	579,528	17,769
U. S. registered tonnage	2,354,606	—1,051,412	2,388,441	33,835	1,616,139	—772,302
Total tonnage	2,757,937	—1,046,424	2,950,200	192,263	2,195,667	—754,533
Lockages	2,520	—456	2,610	90	2,205	—405
Vessel Passages	3,712	—664	3,820	108	3,163	—657
Time passing lock	609 h. 30 m.	—74 h. 40 m.	643 h. 16 m.	33 h. 46 m.	541 h. 24 m.	—101h. 52m.
Average time lockage	14·51 m.		14·78 m.		14·75 m.	
	1901		1902		1903	
Period open	April 20. to Dec. 21.		April 1. to Dec. 20.		April 2. to Dec. 13.	
Canadian registered ton'age	776,331	196,803	1,366,087	589,756	1,616,385	250,298
U.S. registered tonnage	1,672,631	56,492	3,238,069	1,565,437	3,145,020	93,049
Total tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	—176
Vessel passages	4,243	1,080	5,169	926	4,418	—751
Time passing lock	724 h. 38 m.	183 h. 14 m.	925 h. 57 m.	201 h. 19 m.	883 h. 10 m.	—42 h. 47 m.
Average time lockage	14·96 m.		16·25 m.		16·34 m.	

COMPARATIVE STATEMENT since Opening of Lock, Sept. 9, 1895—*Concluded.*

—	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.	Season.	Increase or decrease over previous season.
	1904		1905		1906	
Period open	April 30. / Dec. 26.		April 10. / Dec. 20.		April 10. / Dec. 20.	
Canadian registered ton'age	1,557,335	—59,050	1,799,336	242,001	1,959,186	159,850
U.S. registered tonnage	2,637,090	471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	530,980	5,538,560	1,308,135	6,359,176	820,612
Lockages	3,012	—230	4,031	1,019	4,152	121
Vessel passages	4,092	—326	5,853	1,761	5,913	60
Time passing lock	811 h. 28 m.	—71 h. 42 m.	1060 h. 38 m.	249 h. 10 m.	1131 h. 23 m.	70 h. 24 m.
Average time lockage	16·16 m.		15·79 m.		16.35 m.	
	1907		1908		1909	
Period open	April 22. / Dec. 15.		April 21. / Dec. 15.		April 21. / Dec. 16.	
Canadian registered ton'age	2,288,349	329,143	2,556,552	268,203	2,912,586	356,034
U.S. registered tonnage	9,887,633	5,487,643	7,038,389	—2,849,244	14,899,562	7,861,173
Total tonnage	12,175,982	5,816,786	9,594,941	—2,581.041	17,812,148	8,217,207
Lockages	4,596	444	3,667	929	5,046	1,379
Vessel passages	6,153	240	5,344	809	6,420	1,076
Time passing lock	1378 h. 58 m.	247 h. 35 m.	1258 h. 50 m.	—120h. 08m.	1853 h. 45 m.	594 h. 55 m.
Average time lockage	18.10 m.		20·60 m.		17·31 m.	
	1910					
Period open	April 12. / Dec. 15.					
Canadian registered ton'age	3,122,068	209,482				
U.S. registered tonnage	20,227,083	5,327,521				
Total tonnage	23,349,151	5,537,003				
Lockages	6,110	1,064				
Vessel passages	8,285	1,865				
Time passing lock	2327 h. 40 m.	473 h. 55 m.				
Average time lockage	22·86 m.					

REPORT of traffic passing Sault Ste. Marie through Canadian and American Canal.

Year.	Number of Vessels passed.	Registered Tonnage of Vessels.	Total Freight Tonnage.	Cost of carrying per mile ton.	Estimated Value of freight carried.	Percentage of freight carried in Canadian Vessels.	Number of Passengers.
				Mills.	$	p. c.	
1855	193	106,296	14,503				4,270
1860	916	403,657	153,721				9,230
1865	997	409,062	181,638				19,777
1870	1,828	690,826	539,883				17,153
1875	2,023	1,259,534	833,465				19,685
1880	3,503	1,734,890	1,321,908				25,766
1885	5,380	3,035,987	3,256,628				36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3·5	24,856
1891	10,191	8,400,685	8,888,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	0·99	143,114,503	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,071	1·0	195,146,842	3·0	37,066
1897	17,171	17,619,923	18,982,755	0·83	218,235,927	3·0	40,213
1898	17,761	18,622,764	21,234,634	0·79	233,069,739	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·5	281,364,759	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,011,959	3·0	58,555
1901	20,041	24,626,976	28,403,065	0·99	289,906,865	4·0	59,663
1902	22,659	31,955,582	35,961,146	0·89	358,306,300	4·0	59,377
1903	18,596	27,736,444	34,674,437	0·92	349,405,014	6·0	55,175
1904	16,120	24,364,138	31,546,106	0·81	334,502,686	6·0	37,695
1905	21,679	36,617,699	44,270,680	0·85	416,965,484	5·0	54,204
1906	22,155	41,098,324	51,751,080	0·84	537,463,454	5·0	63,033
1907	20,437	44,087,974	58,217,214	0·80	569,830,188	5·0	62,758
1908	15,181	31,091,730	41,390,557	0·69	470,141,318	7·0	53,287
1909	19,204	46,751,717	57,895,149	0·79	626,104,173	6·0	59,948
1910	20,899	49,856,123	62,363,218	0·74	654,110,844	6·0	66,933

SAULT STE. MARIE CANAL,

ENGINEER'S OFFICE,

SAULT STE MARIE, ONT., April 1st, 1911.

SIR,— I have the honour to submit my annual report on the improvements in progress to the Upper Entrance of the Sault Ste. Marie canal for the fiscal year ending March 31st, 1911.

DREDGING UPPER ENTRANCE.

A contract was entered into with Mr. J. J. Collins on October 23rd, 1909, and was brought to a satisfactory completion December 1st, 1910. The work embraced in the contract consisted in the widening of the channelway on the north side from the westerly end of the North Mooring pier, and on line with same, extending westerly to an intersection with a production of the northerly limit of the channnelway as defined. passing through the Vidal shoals. The widening provided an additional width of 200 feet, making in all 500 feet opposite the outer end of the South Mooring pier, where a cross current has, in the past, made navigation difficult and resulted in much damage to the pier and boats using the lock. The same depth of 21 feet 5 inches at low water stage, as provided in the other Upper Entrance contracts, was secured.

REMOVAL OF RANGE BEACON, UPPER ENTRANCE.

A contract was entered into with Messrs. J. J. Collins and V. W. Giroux, June 1st. 1910, for the removal of the Range Beacon and two small shoals in the vicinity of same. The work was executed in a satisfactory manner and completed October 1st, 1910. A permanent Range Tower to replace the Range Beacon has been constructed outside the channel limits by the Department of Marine and Fisheries.

EXTENSION OF NORTH MOORING PIER, UPPER ENTRANCE.

During the coming season, it is proposed to construct an extension of 300 feet to the North Mooring pier of the upper entrance, in order to provide accommodation for two of the largest vessels to lay to the west of the Swing bridge.

I have the honour to be,

Yours obedient servant,

F. B. FRIPP,
Engineer in Charge.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Canada.

RIDEAU CANAL.

SUPERINTENDING ENGINEER'S OFFICE,

OTTAWA, April 1, 1911.

SIR,—I have the honour to submit herewith my report on the Rideau canal for the fiscal year ending March 31, 1911.

Navigation opened at Ottawa on the 1st May, 1910.

Navigation opened at Kingston Mills on the 1st May, 1910.

Navigation closed at Ottawa on November 30, 1910.

Navigation closed at Kingston Mills on November 29, 1910.

The spring freshet of 1910 occurred at an unusually early date, *i.e.* during the first week of March; fully one month earlier than usual; but it passed off through the waste weirs at the various lock stations along the line of the canal, without doing material damage.

As I reported to you on the 16th May last, a serious leak broke out in the dam at Hogsback on the 15th of that month; and, pending the necessary repairs, the water had to be lowered 6 feet, thus suspending navigation at this point for a period of seven days.

Further reference to this accident will be made under the heading of Hogsback Lock station.

Through navigation was also suspended in October on account of the low water in Rideau lake, which by the 12th of that month had fallen below the depth required, *i.e.*, 5 feet on the upper sill of Poonamalie lock. Boats, however, continued to ply on either side of this place. Further reference to this is made under the heading of Poonamalie Lock station.

I am glad to be able to report a very substantial increase in the number of lockages throughout the canal, particularly at Poonamalie lock, through which 3,755 boats were passed last season, an increase of nearly 700 over 1909.

The question of an increased water supply for the canal is under consideration, and if carried into effect will be of great benefit to the canal.

The spring freshet has not yet commenced this year; but may take place at any time now.

The principal works and repairs executed along the line of the canal during the past fiscal year are as follows:—

OTTAWA LOCK STATION (8 Locks and 1 Basin.)

Two new pairs of lock gates were hung in position last April:—having been framed the previous winter. Four new sluice frames were framed and erected. Two more flights of stone steps were covered with a three inch coating of concrete. A large quantity of broken stone was placed on the roads round the wharfs in the Canal basin; and general repairs were made to the wharfs, and to the lock house and the station generally. A ledge of rock projecting into the canal under Sappers bridge, across which the Grand Trunk railway built a concrete wall, was blasted out, and removed:—the department blasting the rock and the railway removing it on their cars.

This work which is almost finished, had to be most carefully done in order to prevent cracking the concrete wall, and I am glad to say that it has been successfully accomplished. The lawns and flower beds at the locks have been kept in first rate order, and are in keeping with the improvements being made by the Grand Trunk railway in connection with their new railway station and the Chateau Laurier Hotel. The water in the Ottawa river, which kept up sufficiently high for all navigation purposes, has fallen steadily during the entire winter, and is only now commencing to rise:—a most unusual occurrence, which may perhaps be explained by the fact that this winter has been unusually severe; and the frost and cold have continued steadily without the usual winter thaws and rains, which tend as a rule to raise the water during the month of February.

OTTAWA EAST BRIDGE.

Sundry small repairs were made to the bridge.

BANK STREET BRIDGE.

An entirely new turntable was built and placed under the swing, the work being done by the Victoria Foundry Company, and the bridge was painted. Sundry small repairs were made to the approaches and to the canal banks in the vicinity of the bridge.

CONCESSION STREET BRIDGE.

The swing span was painted and sundry small repairs made to the flooring; and also to the road across the dam.

HARTWELLS LOCK STATION (2 LOCKS.)

The lower east wing of the lower lock and the upper west wing of the upper lock were taken down and rebuilt, the upper and lower chamber walls of both locks were grouted and painted. This work is not quite finished; but will be completed in the course of a week. The old storehouse on the east side of the lower lock was taken down, and a new one built at the side of the road above the by wash. Some new cribbing was built along the banks of the creek leading from the by wash. A long stretch of dry stone walling was built along the bank of the canal between the lower lock and the C. P. Railway bridge. This work will be continued, and I

hope completed, this summer. Sundry small repairs were made to the station in general.

HOGSBACK LOCK STATION (2 LOCKS AND 1 BRIDGE.)

The West Bulkhead—the rebuilding of which was delayed by the usually early freshet last March, was completed in April after the water had subsided, and no delay was occasioned to the opening of navigation on May 1st.

A serious leak broke out in the dam on the 15th May, causing the roadway on top to fall in to a considerable extent. I submitted a report to you on this subject giving full particulars, on the 16th May, 1910. In order to get at the leak the whole level was run down about six feet, and a timber crib, filled with stone, was built at the weak point. The hole in the dam was then filled in with clay and gravel; and the entire structure was raised and graded throughout. I brought our dredge down from where she was digging at Smith's Falls, and kept her filling scows with clay and depositing the same all along the back of the dam for over a month, the result being that all leakage through the dam was practically stopped; in fact Hogsback dam has never been as tight as it was last season, since it was first built. The delay occasioned to navigation on account of this accident amounted to seven days, exclusive of two Sundays. The cribwork protection piers at the foot of the canal bank in the river, were rebuilt for a considerable distance, and filled with stone. Some more dry stone walling was built along the face of the cut; and I hope to have the whole bank completed this summer; the total length of which is over two miles. Sundry other small repairs were made to the station in general.

BLACK RAPIDS LOCK STATION (1 LOCK.)

The face of the wing crib on the Gloucester side was sheeted with 10-in x 12-in. pine piling driven close together and bolted to the face of the crib. These piles were driven down to the hardpan until they could not go further without splitting at the head; and I am of the opinion that all danger from underscouring is now removed.

Some scow loads of clay were also dumped in front of the said wing crib, and the leakage is now almost entirely staunched. Some stone was placed in the cribwork between the By Wash and the lock.

LONG ISLAND LOCK STATION (3 LOCKS, 1 BRIDGE.)

Some stone and gravel were placed in front of the bulkhead. and sundry small repairs were made to the station generally.

MANOTICK BRIDGE.

Sundry small repairs were made to the flooring by the bridgekeeper.

WELLINGTON BRIDGE.

The entire bridge (fixed spans and swing) was lifted and the old crib work piers were removed down to low water mark, and rebuilt. New joists and flooring were also laid after the superstructure had been replaced on the new piers, and the swing span was painted.

BECKETS LANDING BRIDGE.

The swing span was raised, and portion of the bridge floor was replanked.

BURRITTS RAPIDS LOCK STATION (1 LOCK.)

The work of facing the north side of the cut with dry stone walling was continued last year, and will be completed this summer. A new set of stop logs for the head of the lock were framed, and also a set for the bulkhead.

BURRITTS RAPIDS BRIDGE.

New flooring was laid on the swing bridge and the masonry of the piers was pointed.

NICHOLSONS LOCK STATION (2 Locks, 1 Bridge).

The old dry wall on the north side of the upper and lower cuts: about 2,300 feet in length, was taken down and rebuilt in cement. This will prove of great benefit to navigation, as the old existing trouble from leakage has now been removed. Six new swing bars were framed and placed on the lock gates, and the upper lock was grouted with Portland cement.

CLOWES LOCK STATION (1 Lock).

Some gravel was placed on the bank of the dam, and sundry small repairs made to the station generally. The retaining dam at this station, which was built of large stones laid vertically and arched upstream, requires to be repaired next winter, as the centre of the dam has been thrust downstream; and should be reinforced either with concrete buttresses, or else with a facing of concrete throughout. I submitted a report and estimate to you on December 21, 1910, regarding the proposed reinforcement of this dam.

MERRICKVILLE LOCK STATION (3 Locks, 2 Basins, 2 Bridges).

The north side of the cut was graded and gravelled, and some gravel was placed on the dam. A new concrete sidewalk was laid on the south side of the swing bridge. Some tile drainage pipes were put in on the south side of the basin. Both the waste weirs were rebuilt and sundry small repairs were made to the station generally.

KILMARNOCK LOCK STATION (1 Lock, 2 Bridges).

The swing bridge was replanked, and sundry small repairs made to the station generally.

EDMONDS LOCK STATION (1 Lock).

Some wire fencing was erected round the lock grounds, and sundry small repairs were made to the station generally.

OLD SLYS LOCK STATION (1 Lock, 1 Bridge).

The swing bridge was replanked and sundry small repairs made to the station generally.

SMITH'S FALLS COMBINED LOCK STATION (3 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were rebuilt. The swing bridge and the basin bridge were painted, and sundry small repairs were made to the station generally. The work of filling up the useless south side of the basin has been continued and will still be continued this year, in order to reduce the volume of water required to fill it up when the boats are passing through, and thus save the drain on the lake.

SMITH'S FALLS DETACHED LOCK (1 Lock, 2 Bridges).

One pair of lock gates was rebuilt. The superstructure of the bulkhead was taken down and rebuilt. The turntable of the swing bridge, having become defective, was taken out and sent down to the Dominion Bridge Works at Lachine, to be rebuilt; and the bridge itself was painted. A new floor was laid on the fixed bridge and this bridge was also painted. Sundry small repairs were made to the station generally.

POONAMALIE LOCK STATION (1 Lock).

One new swing bar was placed on one of the lock gates, and sundry small repairs were made to the station generally. The lockages at this point still continue to increase very largely year by year:—in fact so much so that it was found necessary to put on an aditional lock labourer for the three summer months last year. The water last autumn again fell so low in Rideau lake that by the 12th day of October the navigation of boats drawing five feet was suspended at this point as the water fell below the required five feet on the upper sill of the lock; and the cut above the lock, as well as the channel for a long distance out into the lake, became too shallow for boats drawing over 4 feet 6 inches. The low water was due to two natural causes, first of all the abnormally early freshet, which occurred during the first week in March, (nearly one whole month earlier than usual), allowed all the flood water to subside before navigation opened:—thus compelling us to run water from Rideau lake from the very commencement of navigation, instead of in June. Secondly, we had an unusually hot, dry summer, so that the lake fell considerably from evaporation, as well as on account of the drain caused by feeding the reaches below one month sooner than usual.

In addition to the above, the electric light companies in the town of Smith's Falls, consume more water than they are entitled to; but it is extremely difficult to regulate the flow to their power houses; and when the levels from which they obtain their water are thereby lowered we are compelled to run water from the lake to raise them again for navigation.

Next season I intend to inquire more thoroughly into this question and, if possible, to limit the use of the water, for power purposes, to the amount only that is required to feed the levels between Smith's Falls and Ottawa, unless, of course, the rainfall and the height of reserve water in the lake will permit of more being used for this purpose.

As authorized by you, I have placed steel brackets on the dam to hold flash-boards, to be used in retaining the water in the lake (after the freshet subsides) for a longer period, instead of allowing it to spill to waste over the dam.

This will result in retaining from six to eight inches of water over an area of 100 square miles, for a period of, say, three weeks; and will be of inestimable benefit to navigation towards the close of the season. I do not anticipate any serious claims for damages by flooding, because we do not raise the water: but merely hold it after it has risen naturally, for a little longer than if we allowed it to spill to waste without benefiting either navigation or manufacturing interests.

BEVERIDGES LOCK STATION (2 Locks, 1 Bridge).

Five new swing beams were framed and placed on the lock gates. Repairs were made to the sluice machinery of the locks. A portion of the cribwork piers in the lake, which had been wrecked by ice, was rebuilt and filled with stone. Sundry small repairs were made to the lockhouse and to the station generally.

PERTH BRANCH (Basin and 4 Bridges).

The roadway along the canal from Craig Street bridge to the Canadian Pacific Railway car shops was raised and graded with gravel. Three of the bridges and two storehouses were painted. An additional length of dry stone walling, about 700 feet long, was built along the face of the canal to protect the banks from the wash caused by boats. Sundry small repairs were also made to the canal banks, and also to the wharfs and bridges.

BOB'S LAKE RESERVOIR DAM.

No repairs were made to this dam during the year.

OLIVER'S FERRY BRIDGE.

The swing span was taken down and rebuilt; and the flooring and joists of the fixed spans were also renewed.

THE NARROWS LOCK STATION (1 Lock, 1 Bridge).

The swing bridge across the lock was taken down and rebuilt. The lockhouse was reshingled. Sundry small repairs were made to the station generally.

WOLF LAKE RESERVOIR DAM.

No repairs were made to this dam during the year.

NEWBORO LOCK STATION (1 Lock, 1 Bridge).

One pair of lock gates was rebuilt and two new swing bars framed for the upper gates. The cribwork piers in the lake at the entrance of the upper cut were rebuilt. One of the piers below the lock was replanked, and sundry small repairs were made to the station in general.

CHAFFEY'S LOCK STATION (1 Lock, 1 Bridge).

The bulkhead was rebuilt, and repairs were made to the lower sill of the lock. The lockhouse was reshingled and sundry small repairs were made to the station generally. A timber wharf about 120 feet long, was built above the lock on the east side of the cut. This will supply a long felt want, as hitherto the landing of passengers and freight at this place—which is rapidly becoming a tourist centre—has been exceedingly awkward owing to the absence of a wharf.

DAVIS LOCK STATION (1 Lock).

Sundry small repairs were made to the lockhouse, and to the station generally.

JONES' FALLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

One pair of lock gates were rebuilt. A small addition was built to the lockmaster's house. The lower sill of the lower lock was repaired and concreted. The invert arch bottom of the basin lock was also repaired and concreted. Sundry small repairs were made to the bridges and roads, and to the station generally.

MORTON RESERVOIR DAM.

Sundry small repairs were made to the planking and to the handrailing and steps.

BRASS POINT BRIDGE.

The flooring of the bridge was partly relaid, and small repairs were made to the rest pier of the swing span.

BREWER'S UPPER MILLS LOCK STATION (2 Locks, 1 Basin, 1 Bridge)

Extensive repairs were made at this station during the winter. The by-wash was taken down and rebuilt with heavy cut stone, the stop-log opening being increased in width by about 3 feet 6 inches, which necessitated a new set of longer stop-logs. The upper portion of the upper lock and the north chamber walls of the lower lock were taken down and rebuilt with new stone. The swing bridge across the lower lock

was also rebuilt. These repairs necessitated the erection of coffer-dams both above and below, in order to pump out the locks. Also a temporary bridge had to be provided to divert the highway travel whilst the swing bridge and lower lock were being rebuilt. This roadway was made across the top of the upper coffer dam, and no delay was occasioned to travel.

BREWER'S LOWER MILLS LOCK STATION (1 Lock, 1 Bridge).

A new stable was built for the lockmaster, this station being so isolated that it is necessary for him to keep a horse. Sundry small repairs were made to the station in general.

KINGSTON MILLS LOCK STATION (4 Locks, 1 Basin, 2 Bridges).

Two pairs of lock gates were framed last summer ready to put in; but they are not yet in place, but will be hung this month ready for the opening of navigation on May 1. Five hundred yards of broken stone were quarried and placed on the embankments, under contract with Mr. H. Hyland. The roof of the addition to the block house, which was built by Messrs. Fallon Bros., has proved most unsatisfactory ever since its completion. However, the department holds Messrs. Fallon Bros.' cheque as a guarantee of this work, which will require to be repaired this spring, as the roof leaks with every shower of rain. Small repairs were made to the bridges and sluices of the locks.

GENERAL.

The usual spring repairs, such as pointing and grouting the lock masonry, painting of lock gates and bridges, &c., were made by our lock labourers in April. The cut stone for the masonry repairs was taken out and cut in our leased quarry at Westport, and delivered along the canal last fall by our own tug and scows as well as by private boats. The supplies required were purchased through the purchasing agent of the department, and the system installed by him has proved very satisfactory as regards the manner in which the materials were furnished and delivered.

DREDGING PLANT.

The dredge *Rideau* was employed last summer in cutting a channel through Saw Log bay above Smith's Falls, excepting for four weeks in May and June, when she was brought down to Hogsback for the purpose of digging clay to place on the dam to staunch the leakage. She wintered at Smith's Falls, and at the present time is undergoing repairs to the mast, crane and stays.

The tug *Loretta* was employed as usual in buoying out the channel, towing scows, delivering timber, cement, paint, oil, stone, &c., along the canal, and also on inspection work.

Her steering engine gave poor satisfaction last season, and is now in the shops being overhauled.

The following is a statement of the highest and lowest water on the lower mitre sills of the lower locks Nos. 1 and 47 at Ottawa and Kingston Mills Lock stations, respectively:—

Ottawa, Lock No. 1.						Kingston Mills, Lock No. 47.					
Highest.			Lowest.			Highest.			Lowest.		
	Ft.	In.		Ft.	In.		Ft.	In.		Ft.	In.
April 30	18	0	April 1	13	5	April 25-30	8	4	April 1-6	8	0
May 1-2	17	11	May 28-29	13	11	May 25-30	8	7	May 1-4	8	4
June 8-11	15	3	June 30	11	8	June 11-15	8	8	June 22-30	8	6
July 1	11	5	July 31	7	9	July 18-31	8	8	July 1-17	8	7
Aug. 30	8	0	Aug. 1	7	8	Aug. 1-12	8	8	Aug. 13-31	8	7
Sept. 6	8	7	Sept. 30	6	11	Sept. 1-2	8	6	Sept. 30	7	7
Oct. 15	9	5	Oct. 2	6	9	Oct. 17-31	7	7	Oct. 2-16	7	6
Nov. 28	9	9	Nov. 2-3	9	0	Nov. 1-2	7	7	Nov. 29-30	7	2
Dec. 7-8	9	7	Dec. 31	8	4	Dec. 1-4	7	2	Dec. 16-31	7	0
Jan. 1-3	8	3	Jan. 27-31	7	5	Jan. 28-31	7	5	Jan. 1-3	7	0
Feb. 1-5	7	4	Feb. 27-28	6	8	Feb. 1	7	5	Feb. 22-28	7	1
Mar. 31	7	8	Mar. 8-14	6	3	Mar. 16-31	7	2	Mar. 1-15	7	1

I have the honour to be, sir,

Your obedient servant,

(Sgd.) A. T. PHILLIPS, *M. Can. Soc. C.E.*,
Superintending Engineer.

W. A. Bowden, Esq., C.E.,
Chief Engineer,
Department Railways and Canals.

TRENT CANAL.

Superintending Engineer's Office,

Peterborough, May 9, 1911.

W. A. Bowden, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

Sir,—I have the honour to submit my annual report for the fiscal year ended March 31, 1911, covering the work of construction chargeable to 'capital,' Trent canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton on Lake Ontario to Rice lake, a distance of fifty-six and a half miles, a detailed description of which was given in my annual report for 1910.

For construction purposes, the division has been divided into seven sections, or contracts; all of which are under contract. The estimated value of these seven contracts is about $5,100,000, on which there was expended for work done and materials delivered up to March 31, 1911, the sum of $2,009,737.63, or say 40 per cent of the estimated value at contract rates of the seven contracts.

There are on the division 18 locks, 14 dams and 17 bridges; locks 1, 2, 3, 5, 6, 7, 14 and 18, dams 2, 3, 5, 6, 7, 11 and 12, and nine bridges, are built to date.

Section No. 1.—This section extends from Trenton to Glen Miller, a distance of about four and one-half miles, on which length of the river there are three locks and three dams.

A contract for the work was entered into with Messrs. Larkin & Sangster, on March 10, 1908, and the total value of work done and materials delivered up to March 31, 1911, amounted to $755,474.89, or about 72 per cent of the value of the contract.

The principal items of work done are 235,499 cubic yards earth; 10,216 cubic yards loose rock; 205,609 cubic yards solid rock; and 56,041 cubic yards concrete.

Locks 1, 2 and 3 are finished, and also dams 2 and 3, except the platform across the top of dam No. 2. At the west end of dam No. 2, the Sidney Power Co. have built a power-house for the complete development of the power at this dam. The wheels, and generators, and full electrical equipment have been contracted for, and the company hope to have the plant running early this summer. The short canals leading into and out of locks Nos. 2 and 3 are finished, together with the entrance piers of the locks. The canal forming the lower entrance to lock No. 1 is well advanced towards completion, and the submarine channel between this point and the mouth of the river is partly excavated. The excavation of this channel has been sublet to Mr. Robert Weddell, who had constantly on the work last season a drill boat, and a dredge for about one-half the season.

One of the fixed spans at the east end of the Glen Miller highway bridge has been taken out, and a swing bridge built in place of it, which was opened for traffic at the end of February, 1909.

The principal items of work remaining to be done on this section are, the construction of dam No. 1, the substructure of the Gilmour siding bridge, and the completion of the dredging between lock No. 1 and the mouth of the river. The entire works embraced in the contract will be completed this season, with the exception of the dredging which will probably extend over into the summer of 1912.

GRAND TRUNK RAILWAY BRIDGE, TRENTON.

An agreement was entered into on June 9, 1909, with the Grand Trunk Railway system for the construction of a bridge to carry the tracks of their main line over the canal at Trenton Junction.

Work on this structure was begun last spring, and the bridge was placed in commission on the 2nd July, 1910. It is designed for three tracks, and is a high level bridge providing a clear head room of 27 feet at a stage of high water in Lake Ontario.

Section No. 2.—This section extends from Glen Miller to Frankford, a distance of about four and a half miles, on which stretch of the river there are three locks and three dams.

A contract for the work was entered into with Messrs. Dennon & Rogers, on May 30, 1908, and the total value of work done materials delivered up to March 31, 1911, amounted to $280,245.15, or about 39% of the value of the contract. The principal items of work done are 50,876 cubic yards earth, 10,772 cubic yards loose rock, 61,054 cubic yards solid rock, and 33,460 cubic yards concrete.

Locks 5 and 6 are built, and also Dams 5 and 6, except the platforms across the top of their piers. The upper entrance piers of Lock 5 and both upper and lower piers of Lock 6 are built. Some excavation for the entrance channels of these locks has also been done.

The pivot pier and abutments for the swing bridge across the canal on Bridge street, Frankford, have been built and the superstructure erected. The bridge is not yet in commission.

The county of Hastings is now building a new bridge across the river at Bridge street, which it is expected will be completed about 1st September this year. The river and canal bridges will be connected by an earth embankment.

The work on this section is proceeding very slowly. No work has yet been done in connection with the excavation of the pits for Lock and Dam Nos. 4, and there is yet a large quantity of submarine rock excavation to be done. It will take a large, well-organized force, and a good equipment, to complete the work in two seasons.

Section No. 3.—This section extends from Frankford to a point three miles west of Glen Ross, a distance of seven and a half miles. At Glen Ross, there is a lock, a dam and two bridges.

A contract for the work was entered into with the Canadian General Development Co. Ltd., on the 24th April, 1908, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to $181,042.32, or about 63 per cent of the value of the contract.

Lock and Dam, Nos. 7, at Glen Ross, and the short canal above and below the lock, are finished. The bridges across the canal above the lock for the Frankford highway and the Central Ontario railway are also finished and in use. The Central Ontario railway bridge was placed in commission on the 29th April, 1909.

The whole of the work on this section is finished, with the exception of the dredging in the river, on which no work was done during the past year, as the contractors have no dredging fleet on the ground, and are waiting until they can bring one in from Lake Ontario.

Section No. 4.—This section extends from Adam's Landing, a point three miles west of Glen Ross, to Campbellford, a distance of abouth fourteen miles. There are between Bradley bay and Campbellford, five locks, three dams, four bridges, and one and a quarter miles of concrete retaining wall for inclosing the river through the town of Campbellford, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson on the 22nd June, 1910, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to $110,889.50. The principal items of work done are 29,010 cubic yards earth ; 36,620 cubic yards solid rock ; and 5,990 cubic yards concrete.

During this season, Locks 10, 11 and 12, and Dam No. 9, will be built.

A large amount of excavation will also be done, chiefly in the neighbourhood of Campbellford.

Section No. 5.—This section extends from Campbellford to Crow bay, a distance of three miles. On this section are two locks and two dams.

A contract for the work was entered into with Messers. Brown & Aylmer on September 28, 1907, and the total value of work done and materials delivered up to March 31, 1911, amounted to $433,343.52, or about 75 per cent of the value of the contract. The principal items of work done are, 90,180 cubic yards earth ; 14,437 cubic yards loose rock ; 42,600 cubic yards solid rock ; and 43,480 cubic yards concrete ; or 92 per cent of the earth, 60 per cent of the loose rock, 52 per cent of the solid rock, and 90 per cent of the concrete.

Dam No. 11 (Stephen's Rapids), Dam No. 12, and Lock No. 14 at Middle Falls, are entirely finished, and Lock 13, together with its entrance piers, is about 70 per cent finished. The channel leading from Crow bay to Lock 14 has been excavated but

not swept. There is some excavation yet to do in the lower entrance to Lock 14, and no work has yet been done in the channel between the town of Campbellford and Lock 13. It will take three seasons to complete the excavation on this section.

Section No. 6.—This section extends from the lower end of Crow bay to one thousand feet west of Heeley Falls bridge, a distance of about three miles. There are three locks, one dam, and one bridge on the section, together with a large quantity of earth and rock excavation. The short canal at this point is located on the west side of the river and is designed to overcome the 76-foot rise between Crow bay and the fourteen miles of river reach between Heeley Falls and Hastings.

A contract for the work was entered into with Messrs. Haney, Quinlan & Robertson on the 23rd May, 1910, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to $91,442.12, or about 17 per cent of the value of the contract. The principal items of work done are, 6,350 cubic yards earth ; 2,700 cubic yards loose rock ; 36,800 cubic yards solid rock, and 10,050 cubic yards concrete.

This season Locks 16 and 17 will be built. The dam will be completed next month, except the top part of the closed section across the river, which in all probability will not be finished until the three locks are built, as the contractors are using this part of the dam for carrying their construction tracks, &c., across the river.

Section No. 7.—This section extends from Heeley Falls to Rice lake, a distance of about nineteen and a quarter miles. The principal works consist of a large quantity of earth and rock dredging in the river, a new lock and dam at Hastings, a new and larger swing bridge at Trent Bridge, and new guide piers for the Grand Trunk Railway bridge, Hastings.

A contract for work was entered into with the Randolph Macdonald Co. Ltd., on the 4th January, 1909, and the total value of work done and materials delivered upto the 31st March, 1911, amounted to $157,300.13, or about 37 per cent of the value of the contract. The principal items of work done are, 16,330 cubic yards earth; 13,760 cubic yards loose rock ; 19,476 cubic yards solid rock, and 9,990 cubic yards concrete.

The new lock at Hastings was finished this spring and placed in commission on the 30th March. The pivot pier and abutments for the new swing bridge at Trent Bridge have been built, and the superstructure is now in course of erection, and it is probable that it will be placed in commission at the end of this month. The new glance piers for the Grand Trunk Railway bridge at Hastings have been built. About 50 per cent of the dredging between Hastings and Rice lake has been completed, but none has been done below Hastings. The contractors are now at work on the construction of the new dam, which will be completed this season.

BURLEIGH FALLS DAM.

A contract for the new dam, a description of which was given in last year's report, was entered into with Messrs. Bishop & Buchanan on the 14th December, 1909, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to $28,526.76, or about 50 per cent of the value of the contract.

The north half of the dam has been built with the exception of the platform across the top of the piers. The retaining wall on the south shore of the river has also been built. There are yet five sluices to build, several of which are in twenty feet of water. The work will be finished this fall unless the contractors meet with trouble in unwatering their cofferdam across the south half of the river, part of which is built.

LINDSAY SECTION.

A contract for the new lock and dam and the substructure of the Wellington street bridge was entered into with Messrs. J. Ritchie & Co. on the 20th January, 1909. A full description of these works was given in last year's report.

The new lock was placed in commission early in July, 1910, and the whole of the works embraced in this contract were finished in September, 1910.

A final estimate for the work, amounting to $41,105:93, was returned to the department on the 27th January, 1911.

On the 6th April, 1910, a contract was entered into with the Hamilton Bridge Works Co. Ltd. for the superstructure of the new bridge at Wellington street, Lindsay. This is a Strauss Trunnion Bascule highway bridge, with a 16-foot roadway, and a 4-foot sidewalk on each side of the roadway. It embraces a 73-foot deck plate girder movable span, which is operated by hand power, and electricity. It was placed in commission for vehicular traffic on the 27th April, 1911, but it is not fully finished, as it was yet to be painted and some minor adjustments made.

The electrical equipment was supplied by the Canadian General Electric Co. under a contract dated 1st June, 1910. The bridge is operated by an A.C. motor, having a capacity of not less than 22 h.p. continuous rating at approximately 650 R.P.M. In calm weather, the bridge requires 7 k.w., or 9·4 electrical h.p. to operate it in either direction; and, skilfully handled, 61 seconds represents the time for fully opening or fully closing the bridge. The electrical equipment has not yet been taken off the contractors' hands, as some minor changes and adjustments have yet to be made on it.

The electrical supply is alternating current 1040 volts, 3 phase, 60 cycle, supplied by The Light, Heat & Power Co., Lindsay, under a ten-year contract, dated 6th December, 1910. For operation, the potential is reduced to approximately 440 volts by transformers installed under the bridge cabin.

The Wellington street bridge, Lindsay, is the first bascule bridge in operation in Canada. There are five other 'Strauss' Bascule bridges under construction in this country, together with two of another type.

ROSEDALE SECTION.

The work on this section consists of a canal across the narrow peninsula between Cameron and Balsam lakes, a dock, dam, and dredging in the Gull river, between its confluence with the canal and deep water in Balsam lake. The work is being executed to the same dimensions as the Ontario-Rice Lake division of the canal.

A contract for the construction of this section was entered into with the Randolph Macdonald Co. Ltd., on th 24th February, 1908, and the total value of work done and materials delivered up to the 31st March, 1911, amounted to $222,036.85, or about 80 per cent of the value of the contract. The principal items of work done are, 217,000 cubic yards earth; 4,780 cubic yards loose rock; 19,000 cubic yards solid rock, and 9,100 cubic yards concrete; or 90 per cent of the earth, 90 per cent of the loose rock, 56 per cent of the solid rock, and all the concrete work.

The lock was finished and the gates hung early last spring, and the canal above it was sufficiently completed to enable the structure on the 21st May, 1910, to be put in commission, when the old wooden lock at this point was closed.

During the past summer, the new dam was built and put in commission on the 28th November, 1910, when part of the old dam, 1,500 feet further down the river, was removed in order to allow the intervening river stretch to run off to approximately the level of Cameron lake.

All work on this section is finished with the exception of some trimming and sodding along the canal and river banks, and part of the earth and solid rock excavation, all of which should be finally completed early this fall, when the contractors will move their dredging fleet down to Section 7, Ontario-Rice Lake division, for which they have the contract.

HOLLAND RIVER DIVISION.

This division is divided into two sections. Section No. 1 extends from Cook's bay, Lake Simcoe, to Holland Landing on the east branch of the Holland river.

a distance of eight and one-half miles. Section No. 2 extends from Holland Landing to Newmarket, a distance of four and one-third miles. The whole of Section 1 is on the Lake Simcoe level, and the total rise between Holland landing and Newmarket is 43 feet, which will be overcome by three locks.

Section No. 1.—A contract for construction of this section, chiefly dredging, was entered into with the Lake Simcoe Dredging Co. on August 30, 1906. They abandoned the work in the fall of 1907, and it was taken out of their hands in May, 1908. The section has not been re-let.

Section No. 2.—A contract for the construction of this section, which consists of three locks, three dams, four highway bridges, one dock and a long quantity of earth excavation, stone protection lining, &c., was entered into with Mr. John Riley on the 12th of February, 1908, and assigned by him to Messrs. Russell, Dill & Lothian on the 19th February, 1908, and by them to the York Construction Co. Ltd., on the 3rd April, 1908, who are carrying on the work.

The total value of the work done and materials delivered up to the 31st March, 1911, amounted to $339,636.82, or about 60 per cent of the value of the contract. The principal items of work done are 589,000 cubic yards earth, and 18,690 cubic yards concrete. Lock and Dam Nos. 3, and Green Lane bridge are finished. Sixty per cent of Lock and Dam Nos. 2 is built, and the excavation for the pit of Lock and Dam Nos. 1 is almost out. The Newmarket dock is one-half built, and about 70 per cent of the excavation of the section has been taken out.

It is the intention of the contractors to fully complete this season the construction of Locks and Dams Nos. 1 and 2, and the principal part of the balance of the excavation.

QUEENSVILLE ROAD BRIDGE.

This bridge crosses the east branch of the Holland river about two miles north of Bradford Road, Holland Landing. The structure was fully completed in June, 1908, and has been in commission since August, 1907.

WATER SUPPLY.

A very complete survey of the valley between Newmarket and Aurora has been made for the purpose of determining the location and size of the reservoir dams required for supplying the canal with water between Newmarket and Holland Landing Plans for this purpose are being prepared. In June, 1909, concrete measuring weirs were built on the river south of Newmarket, since which date tri-weekly readings, and oftener during rainy weather, have been taken for the purpose of accurately and positively determining the run-off of the valley.

BRIDGES.

A contract was entered into with the Hamilton Bridge Works Co. Ltd. on the 10th October, 1908, for the manufacture of six highway swing bridges and one railway swing bridge.

The highway swing bridges at Glen Miller, Frankford, Glen Ross and Green Lane are finished and in commission, except the one at Frankford. The swing span for the Central Ontario railway at Glen Ross has also been finished and placed in commission. The highway spans for Yonge street, Holland Landing, and Second Concession road, section 2, Holland River division, are fabricated and stored in the company's yards at Hamilton, ready for shipping. It is probable these two bridges will be erected this season.

On the 6th April, 1910, a contract was entered into with the Hamilton Bridge Works Co. Ltd., for the manufacture and erection of a Strauss Trunnion Bascule highway bridge on Wellington street, Lindsay, a description, &c., of which has been previously given under the heading 'Lindsay Section.'

On October 24, 1910, a contract was entered into with the Cleveland Bridge & Engineering Co., Ltd., for the manufacture and erection of draw bridges at Heeley Falls, and Trent Bridge, Ontario-Rice Lake division. The superstructure for the Trent bridge is now in course of erection, and it is expected that the bridge will be ready for traffic by the end of the current month. The steel for Heeley Falls bridge is being fabricated, and will be delivered on the ground some time during the summer.

VALVES FOR LOCKS.

Wagon valves.—A contract for the manufacture and erection of the wagon valves required for the filling culverts of the new locks and regulating sluices of the canal was entered into with the Dominion Bridge Company, Limited, on October 5, 1908, since which date the valves for Locks 1, 2, 3, 6, 7, 14 and 18 of the Ontario-Rice lake division, and those for the Rosedale lock, have been installed. The valve frames for several of the other locks have also been delivered on the ground. All the metal for the remaining valves and valve frames is fabricated, and stored in the Dominion Bridge Company's yards, Montreal, ready for shipping. A description of, and tests made on, these valves was given in last year's report.

Cylindrical valves.—On April 6, 1911, a contract was entered into with the William Hamilton Co., Ltd., for the supply and erection of cylindrical valves for flight locks 11 and 12 (Ranney Falls) and 16 and 17 (Heeley Falls), Ontario-Rice Lake division. These valves are now being manufactured, and will be installed as soon as the locks are built.

LOCK GATE OPERATING MACHINES.

A contract was entered into with Mr. Herbert B. Collier on May 7, 1909, for the supply and delivery of operating machines, anchorage fittings, and pivots, required for the lock gates of the new locks along the canal. These machines, &c., are being manufactured by the William Hamilton Co., Peterborough.

The operating machines, anchorage fittings and pivots for the Rosedale and Lindsay locks, and locks 1, 2, 3, 5, 6, 7, 14 and 18, Ontario-Rice Lake division have been installed; and all the material for the remaining locks of this division, and also for the locks of the Holland River division, have been delivered on the ground.

EMERGENCY STOPLOG APPARATUS FOR HEAD OF LOCKS.

On the 5th of April, 1911, a contract was entered into with the Dominion Bridge Company, Limited, for the supply, delivery and erection of seven sets of emergency steel stoplogs and bridges for the heads of locks. The emergency steel stoplogs and bridges are designed to be operated by hand power throughout, and to control the flow of water through the canal prism, and locks from an upper level, where a long river reach or lake exists, to a lower level in the event of the sudden removal, accidental or otherwise, of lock gates, &c. They will be placed at the heads of Locks 6, 7, 12, 14, 17 and 18, Ontario-Rice Lake division and also at the Rosedale lock. The steel gains for these logs have already been erected in several of the locks and the William Hamilton Co., under a contract dated the 13th of April, 1911, are now manufacturing the balance of the steel gains required.

GENERAL.

Cement.—About 110,449 barrels of Portland cement were used on the canal during the past year. It was supplied and delivered by the Canada Cement Co. under a contract dated 15th March, 1910.

The cement for this season, 1911-12, will be supplied by the Alfred Rogers, Limited, who have entered into a contract, dated the 25th April, 1911, for the supply and delivery of 79,000 barrels, and by the Canada Cement Co, who have been awarded a contract for the supply and delivery of 73,000 barrels.

Lock Gates.—The lock gates for the Hastings lock were built at Hastings by Mr. James Hadcock, who had immediate charge of the work and carried it out in a first class and workmanlike manner. The gates are of the solid timber type and are built of B.C. fir which was supplied by Messrs. Mason, Gordon & Co., Montreal, other seventeen locks of the Ontario-Rice Lake division.
and the metal work was fabricated and delivered by the William Hamilton Co., Peterborough.

Plans and specifications are in course of preparation for the lockgates of the other seventeen locks of the Ontario-Rice Lake division.

Lake Surveys.—No charts of the chain of lakes which form part of the Trent navigation have ever been made, and with the object of making a complete and reliable set of charts for these inland waters, hydrographic surveys of the lakes were begun three years ago, which have since been intermittently carried on. Only a very small amount of work in connection with these surveys was done during the past winter, but it is the intention to continue the work on a small scale during the present season.

I am, sir,

Your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TRENT CANAL.

SUPERINTENDENT'S OFFICE,
PETERBOROUGH, 14th Sept., 1911.

SIR,—I have the honour to submit herewith my Annual Report of the Maintenance and Operation of the Trent canal for the fiscal year from April 1st, 1910, to March 31st, 1911.

The extent of the canal completed is the same as last year, namely, one hundred and sixty miles.

Navigation opened and closed on the different stretches as follows:—

Division extending from:—	Opened.	Closed.
Lake Simcoe to Fenelon Falls	April 24th	November 1st
Fenelon Falls to Lakefield.	April 2nd	November 26th
Lakefield to Peterborough	April 13th	November 4th
Peterborough to Healey's Falls	April 2nd	November 26th

HEALEY'S FALLS TO BOBCAYGEON.

The following work was performed during the year on this division:—

Pengelley's Landing.—A splendid new dock was built at Pengelley's landing, Rice lake, at the cost of $5,000.

Wallace Point Swing Bridge.—A new concrete rest pier and a pivot pier were built at this point.

Otonabee River.—The dredge 'Little Lake' was kept in operation during the greater portion of the season at 'Yankee Bonnet' in the Otonabee river. There has been a great improvement to navigation at this point by reason of the work that was done last year.

Whitfield's Landing.—A new dock, 66 feet in length and 30 feet in width, was built at Whitfield's landing on the Otonabee river.

Mark Street Wharf, Peterborough.—A new wharf was built at the foot of Mark street in the city of Peterborough. This is a crib wharf, filled with stone and gravel, being 200 feet in length and 50 feet in width.

Peterborough Hydraulic Lift Lock.—Considerable work was required on the banks of the hydraulic lift lock at Peterborough. There was evidence of some leakage, and it was necessary to extend the core-walls. A portion of the banks was resodded.

Warsaw Road.—About 500 yards of riprapping was done to the canal banks between Warsaw road and the Peterborough hydraulic lift lock.

Lakefield.—Eight new lock-gate valves were installed at the Lakefield lock. An addition of 200 feet was built to the original concrete dock at Lakefield. Lakefield has now the best dockage facilities of any town along the line of the Trent canal.

Lakefield to Young's Point.—A considerable amount of dredging was done between Lakefield and Young's Point, and has proved of great benefit to navigation.

Young's Point.—A considerable amount of work was required on the dam at this point. New stop-log checks were built, and a complete set of new stop-logs was placed in the dam.

Juniper Island.—An addition of 60 feet was built to the original dock at Juniper Island, Stoney lake.

Burleigh Falls.—General repairs were made to the old dam at Burleigh Falls. These will be sufficient to keep the dam in condition until the new concrete dam, which is in course of construction, is finished.

Buckhorn.—A new lockhouse for the lockmaster was built at this point.

Gannon's Narrows.—A new bridgetender's shelter was built at Gannon's Narrows.

Bobcaygeon.—New arms were placed on the lockgates at Bobcaygeon locks.

Painting.—The steel work of the Peterborough hydraulic lift lock was repainted, as well as the lockmaster's houses between Peterborough and Lakefield, and the lockmaster's house at Lovesick. Considerable painting was also done to the fences and lockgates between Peterborough and Lakefield.

Booms and Slides.—Considerable repair work was done to the booms and slides on this division. The slide at No. 5 dam, on the Peterborough-Lakefield section, was lengthened about 60 feet, and sheeted with steel. It is now in first-class condition.

Plant.—The entire plant was kept in good repair. The tug *J. B. McColl* was practically rebuilt, and is now in better condition than it has been for many years.

A new scow (*No. 15*), 76 feet in length, with an 18-foot beam, was built.

Bridges.—The bridges across the canal at Hastings, Peterborough locks, Warsaw road, and Lakefield were all replanked.

BOBCAYGEON TO BALSAM LAKE.

The following work on the division extending from Bobcaygeon to Balsam lake was carried on during the year:—

Scugog River.—The south Lindsay Street bridge was replanked and repainted, and new entrance piers to the bridge were built. Forty new buoys were placed in the river, defining the navigation channel. The lighthouses, fourteen in number, were repainted.

Fenelon Falls.—The work on dredging the upper entrance to the Fenelon Falls lock was completed and a turning basin was dredged just below the railroad bridge. A new landing pier above the lock, 130 feet in length, was built. The storehouse, office and bridge were painted, and the bridge was replanked. The lighthouse at the entrance to Fenelon Falls lock was repainted, as were also the buoys just above the entrance to the lock in Cameron lake.

Rosedale.—We took over from the Construction Department the new lock at this point on June 22, 1910.

BALSAM LAKE TO LAKE SIMCOE.

The following work on the division extending from Balsam lake to Lake Simcoe, a distance of 18 miles, was carried on during the year:—

Dredging.—Considerable dredging was done just below the Kirkfield hydraulic lift lock. The channel was deepened through rock to a depth of nine feet.

Kirkfield.—A new lighting system was installed at the Kirkfield hydraulic lift lock. The dynamo is a 25 h.p., 250 volts, and the switchboard is a B.V.M. panel 80-in. x 24-in. by 2-in., of 200 amp., 250 volts. The system includes 14 arc lamps, 600 c.p., which light the banks of the canal leading to the lock on both the upper and lower caches. The chambers and walks are lighted with incandescent lamps, as are also the powerhouse and office.

Riprapping.—About 2,500 lineal feet of riprapping was done below Locks Nos. 1 and 2.

Fencing.—On the north and south sides of the canal between concessions 8 and 9 of the township of Carden, and also on the north side of the canal between concessions 7 and 8 of the same township, the Trent Canal Reserve lands were properly fenced.

Painting.—The lockhouses, lock gates and bridges of this division were painted.

Navigation channel.—A great amount of work was done during the year in removing the floating logs and other debries that constantly floats into the navigation channel. There is a very large flooded reach on this division which contains a great amount of timber which has fallen, and which it would take some years yet to finally remove.

Beaverton harbour.—The lighthouse at the entrance of the harbour on Lake Simcoe was repaired and painted. Extra buoys were placed to show the proper entrance to the harbour, which had an average depth of water during the season of 9½ feet.

Reservoir waters.—There is in connection with the Trent canal what are known as 'Reservoir waters,' which consist of numerous rivers and streams not on the route of, but tributary to, the canal. Dams have been built at the outlet of many of the lakes on these streams, and the water is conserved until such times in the dry summer and fall season as it may be required for navigation and power purposes. Considerable work was done on these waters during the past year, as the following will show:—

GULL RIVER.

Horseshoe Lake dam.—The dam at this point, which was commenced last year, was completed, by putting on a reinforced concrete platform and winches for operating the stop logs.

Hawk Lake dam.—This dam was raised 4 feet 10 inches, giving us now a head of water of 16 feet 10 inches. Two buttress piers were built at the back of the dam for the purpose of strengthening it.

Redstone lake.—A splendid new concrete dam, 175 feet in length and 17 feet in height, was built at Redstone lake. Several other smaller dams also of concrete were built at various outlets to Redstone. The old dams at these points were of timber. We also raised the main dam on Redstone lake, giving us an additional height of water of five feet. Considering the fact that Redstone lake has an area of 3,500 acres, it is apparent that it is very valuable as a reservoir.

Trout lake.—The dam at this point was repaired and gravelled.

Hall's lake.—The slide in the dam at Hall's lake was repaired.

Workman's dam.—A new top was put on the piers, a new platform placed on the dam, and new stoplog posts were provided.

Elliott's Falls.—The slide at Elliott's Falls dam was repaired, and a new boom, 100 feet in length, was placed in position.

BURNT RIVER.

Contain's Lake dam.—This dam is in the township of Glamorgan. We have rebuilt it.

Bark Lake dam.—A new timber dam, 138 feet in length, was built at this point. We also built a side-dam at Bark lake, 93 feet in length and 11 feet in height.

UNION CREEK WATERS.

The channel in Union creek was considerably deepened.

DEER BAY CREEK WATERS.

Turtle Lake dam.—Turtle lake is a reservoir lake on Deer Bay Creek waters. A new dam was built here, 110 feet in length and 16 feet in height.

Bass Lake dam.—A new dam was built at the outlet of this lake, and is 100 feet in length, and 16 feet in height.

JACK'S CREEK WATERS.

Jack's Lake dam.—Jack's lake is a reservoir lake at the head of Jack's creek. It has an area of 4,198 acres. We built a splendid new concrete dam at the outlet of this lake, 600 feet in length with an average height of 6 feet. This has proved of splendid assistance to us in conserving the waters in that watershed.

The water was kept at a steady and uniform height throughout the entire year, and there were no complaints from navigation interests, the lumbermen, or power companies.

I am, sir,

Your obedient servant,

J. H. McCLELLAN,
Superintendent.

W. A. Bowden, Esq., C.E.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

PART VII

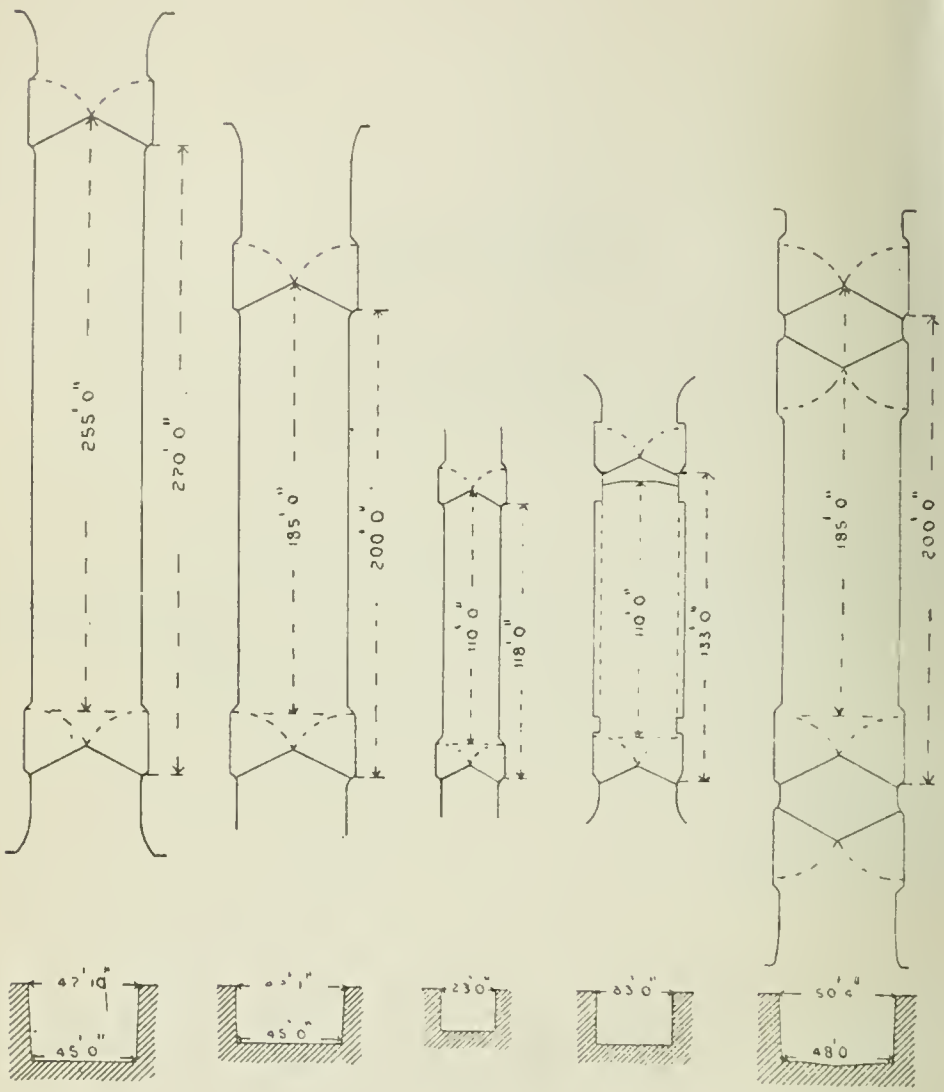
CANALS

Diagrams showing dimensions of smallest lock on each canal, &c.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

Plans and Sections showing Dimensions of the Smallest Lock on each



Lachine

St Anne, St Ours, Carillon, & Grenville

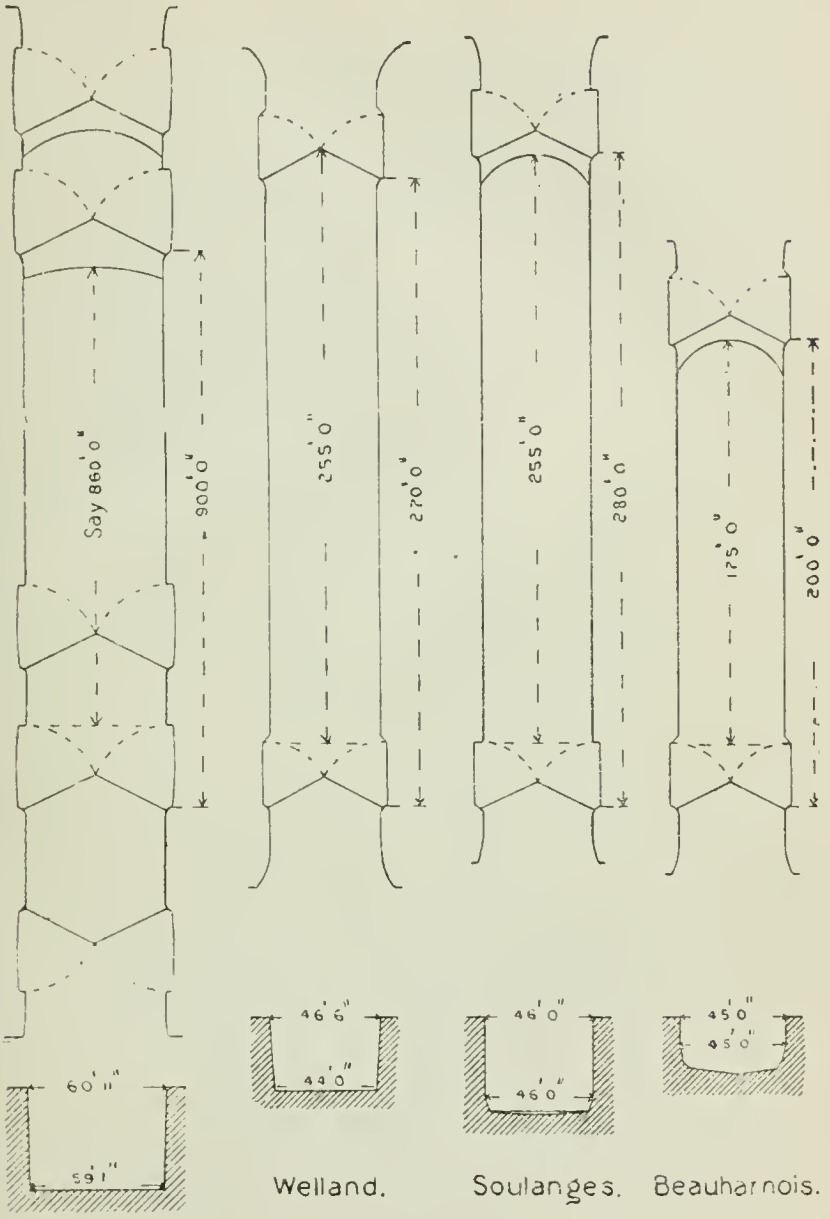
Chambly

Rideau

St Peter's

There are no locks on the through route between Lake Superior and

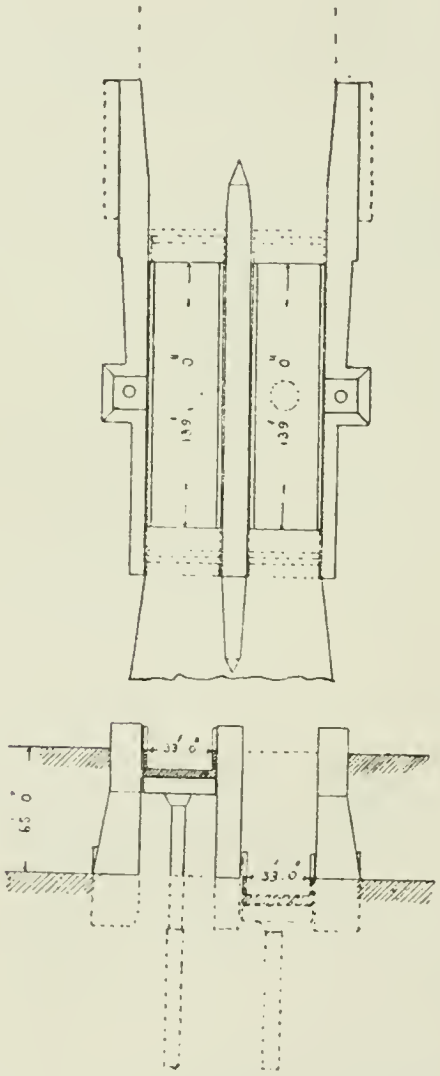
of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland Canal Locks.

TRENT CANAL

Hydraulic Lift-Lock at Peterborough
65 Feet Lift



SESSIONAL PAPER No. 20

CANALS

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation:—

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall canal	11
River St. Lawrence	5
4. Farran's Point canal	1¼
River St. Lawrence	10
5. Rapide Plat canal	3⅝
River St. Lawrence	4
6. Galops canal	7⅛
River St. Lawrence and Lake Ontario	236
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	273
Total	1,230¼
To Duluth	1,354
Chicago	1,286

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	¼
4. Richelieu river, St. Ours lock, to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127¼

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
2. Lake St. Louis	15
St. Anne's lock at outlet of Ottawa river	¼
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119¾

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal	126¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal,—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence, with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur or Fort William on the west coast of Lake Superior, a distance of 2,233 statute miles. The distance to Duluth is 2,357 miles. The distance to Chicago, 2,289 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826 the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869 this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the Department of Marine and Fisheries. The channel has a depth of 30 feet at extreme low water, and a minimum width of 450 feet, extending to 600 feet at points of curvature. The channel is lighted and buoyed. A 35 foot deep channel was commenced in 1907.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where the tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior, is 48. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the River St. Mary.

Improvements of the United States channels in St. Mary's river through Hay lake, east of the Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

It is important to note that the enlargement of canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise or lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11	statute miles.
Number of locks	6	
Dimensions of locks	270	feet by 45 feet.
Total rise or lockage	48	feet.
Depth of water on sills	14	"
Breadth of canal at bottom	100	"
Breadth of canal at water surface	164	"

The old lift locks, 200 feet by 50 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 33 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

Length of canal	1¼	mile.
Number of locks	1	
New lock	800	feet by 50 feet.
Old lock	200	" 45 "
Total rise or lockage	3½	feet.
Depth of water on sills of new lock	14	"
Depth of water on sills of old lock	9	"
Breadth of canal at bottom	90	"
Breadth of canal at water surface	154	"

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅝	miles.
Number of locks	2	
Dimensions of locks	270	feet by 45 feet.
Total rise or lockage	11½	feet.
Depth of water on sills	14	"
Breadth of canal at bottom	80	"
Breadth of canal at water surface	152	"

The old lift-lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅓ miles.
Number of locks	3
Dimensions of locks, one of which is a guard-lock	1-800 by 50. 1-270 by 45. 1-303 by 45.
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Port Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅙ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120 "
Depth below lowest known lake level	11 "
Number of locks.	

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinté and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

		Old line.	Enlarged or new line.
Length of canal		27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)			1
Number of locks.	guard	1	1
	lift	26	25
Dimensions	1 (tidal) 230 x 45 1 lock 200 x 45 1 lock 200 x 45 24 locks 150 x 45		270 feet x 45 feet.
Total rise or lockage		326¾ feet.	326¾ feet.
Depth of water on sills		10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson Cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa Cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 200 by 45 ft.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 to 8 feet.

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1⅓₀ miles or 7,472 feet
Number of locks	1
Dimension of locks; width at lock bottom, 59 feet.	900 feet by 60 feet at water level;
Depth of water on sills (at lowest known water level	19 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's Lock. Carillon Canal. Grenville Canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine Canal	8½	
From Lachine to Ste. Anne's Lock	15	23½
Ste. Anne's Lock and piers	⅛	23⅝
Ste Anne's Lock to Carillon Canal	27	50⅝
The Carillon Canal	¾	51⅜
From Carillon to Grenville Canal	6¼	57⅝
The Grenville Canal	5¾	63⅜
From the Grenville Canal to entrance of Rideau Navigation	56	119⅜
Rideau Navigation ending at Kingston	126¼	245⅝

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise of lockage	3 feet.	3 feet.
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the St. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the Lake of Two Mountains and River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 feet.

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation

RIDEAU NAVIGATION.

The Rideau system connects the River Ottawa at the city of Ottawa with the eastern end of Lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½	292¼ rise and 165¼ fall. at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth

PERTH BRANCH.

Length of canal	7 miles
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches
Length of dam	200 "
Breadth of canal at surface of water	80 "
Breadth of canal at bottom	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

The e may be divided into three systems, viz:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the River Tye system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into Lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	½ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	7 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From 22½ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lifts locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	6½ "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in the present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe. The route from Lake Simcoe to Georgian bay, Lake Huron has not yet been determined.

The full execution of the scheme, commenced by the imperial government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog, to Port Perry, a distance of 180 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's Point, Burleigh Falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey Falls, Hastings, Peterborough, Peterborough to Lakefield, 6; Young's Point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinte, to Rice lake, 66·00 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 57 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of Lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice Lake to Peterborough, 30·00 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings is a masonry lock and timber dam which maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 36 miles.

At Peterborough, 87 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 11·00 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 97 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to Balsam lake—64 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being 36 miles, not included in the total of 64 miles, above mentioned. A new lock and dam at Lindsay on this branch has recently been built.

At Young's Point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and timber dam maintains navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam is under construction at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 135 miles from Trenton.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a timber dam which maintain navigation across Cameron lakes to Rosdale, a distance of about 3½ miles to a new concrete lock of the same dimensions as those of the Ontario-Rice Lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 165 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on Lake Simcoe—19 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50·44 feet from the summit level. From this point to Gamebridge on Lake Simcoe, 178 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1, 2 and 3.

HOLLAND RIVER DIVISION

Or Holland River Improvement, is a branch extending southwards from Lake Simcoe to Newmarket—12·3 miles.

Under construction to furnish 6 feet navigation.

Superintending engineer's report covers progress of construction.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on Lake Simcoe.

		Length between Hol'ow Quoins.	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8 4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield Division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield Division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No. 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's Point	134	33	6	6
2	" at Burleigh, each 11½ feet	Upper 134 / Lower 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet	Upper 134 / Lower 150	23	6	24
1	" at Rosedale	175	33	8 4 in.	4
1	" at Kirkfield, hydraulic lift lock No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake Division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No. 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6 5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,400 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	4 "

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

PART VIII.—MISCELLANEOUS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers yearly since July 1, 1876.
Earnings, passenger, freight, mails and sundries yearly since July 1, 1876.
Earnings, yearly since July 1, 1876.
Local and through freight, yearly since July 1, 1876.
Local and through passengers, yearly since July 1, 1876.
Coal carried from Nova Scotia collieries, yearly since July 1, 1876.
Grain carried for shipment, yearly since July 1, 1876.
Flour and meal carried, yearly since July 1, 1876.
Grain carried, yearly since July 1, 1876.
Lumber carried, yearly since July 1, 1876.
Live stock carried, yearly since July 1, 1876.
Raw and refined sugar carried yearly, since July 1, 1876.
Fresh and salt fish carried, yearly since July 1, 1876.
Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.
Statement showing total cost of construction and enlargement from Lachine to Ottawa.
Statement showing total cost of construction and enlargement from Ottawa to Kingston.
Statement showing total cost of construction and enlargement from St. Johns to Sorel.
Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.
Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.
Dates of opening and closing of canals for the season of 1910.
Freight traffic in 1909 and 1910.

INTERCOLONIAL RAILWAY.

The Intercolonial railway touches six Atlantic ocean ports, namely, Point du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the River St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1911, was 1,455·63 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	827
" " St. John, via Lévis	740
" " Sydney, via Lévis	990
" " North Sydney, via Lévis	983

Freight is carried direct via St. Henri, which would reduce each of the above distances by 3 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	61·87
Dartmouth Branch	12·00
Truro to Moncton	123·77
Moncton to St. John	89·31
Pointe du Chêne Branch	11·98
Moncton to Campbellton	185·37
Campbellton to Ste. Flavie	105·03
Indiantown Branch	21·95
Ste. Flavie to Rivière du Loup	83·29
Rivière Ouelle Branch	6·19
Rivière du Loup to Pointe Lévis	115·55
Hadlow to Chaudière Curve	5·63
Chaudière to Ste. Rosalie	115·53
St. Charles Junction to Chaudière Junction	16·73
Nicolet Branch	14·70
Dalhousie Branch	6·28
Pictou to Oxford Junction	69·39
Brown's Point to Stellarton	11·90
Junction near New Glasgow to Pictou Landing	8·18
Pugwash Junction to Pugwash	4·54
Truro to Mulgrave	122·30
Mulgrave to Point Tupper (Ferry)	0·80
Point Tupper to Sydney	91·17
North Sydney Junction to Sydney Mines	7·07
Fredericton to Loggieville	124·80
	1,415·33

LEASED.

Length of main line from Pointe Lévis to Hadlow	1·48	
Chaudière Curve to Chaudière	1·19	
Ste. Rosalie Junction to Montreal	37·63	40·30
Total miles		1,455·63

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D.W.T., Halifax	0·85
Halifax Cotton Factory	2·10
Dartmouth Station to end of line	2·12
Sydney Station to wharf	1·06
North Sydney Station to wharf	0·82
Switch near Pictou landing to coal wharf	0·75
Pictou Station to wharf	0·15
Pictou Station to Copper Crown Smelter	0·72
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf Branch	0·47
Dorchester Wharf Branch	1·00
Moncton Wharf Branch	1·00
Courtney Bay Branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water Wharf	0·28
Newcastle Wharf Branch	1·75
Dalhousie Station to wharf	0·50
Campbellton Wharf Branch	0·43
Rimouski Wharf Branch	2·00
Trois Pistoles Spur	2·38
Rivière du Loup Wharf Branch	1·35
St. Pacôme Spur	1·27
Nicolet Station to wharf	2·08
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Petit Rocher Spur to wharf	1·35
	35·04

WINDSOR BRANCH.

This road extends from Windsor Junction, on the Intercolonial railway, to Windsor, N.S., a distance of 32 miles.

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Souris to Tignish	166
Mount Stewart to Georgetown	24
Charlottetown to Royalty Junction	5
Emerald Junction to Cape Traverse	13
Alberton to Cascumpec wharf	1
Charlottetown to Murray Harbour	52·3
Montague Junction to Montague	6·2
	267·5

INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight, and number of passengers carried each year from July 1, 1876, to March 31, 1911.

Year.	Average Miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight carried.	No. of Passengers carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,245
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,517 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,020	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,094	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,301	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,301	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,301	5,460,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,301	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664 149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 83		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	*1,447·13	9,328,021 55	8,527,069 46		800,952 09	3,573,972	2,907,237
1909-10	1,447·13	8,645,070 33	9,268,234 99	623,164 66		3,927,240	3,122,324
1910-11	1,455·63	9,595,976 79	9,863,783 40	267,806 61		4,104,400	3,232,895

†The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

*The railway was remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760'493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,079,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 40	2,879,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,891 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 c2	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	*6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,447·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,466 15	9,268,234 99
1910-11	1,455 63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40

* As emeasured in this year. † 1806·07, nine months only.

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these years was destroyed when the general offices in Moncton were burned.		421,327
1877-8	714			522,710
1878-9	714			510,861
1879-80	829			561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,221	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797,492	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,064
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,085,437	1,015,963	4,101,400

* 1906-07 nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried, yearly, from July 1, 1876, to March 31, 1911.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these		613,420
1877-8	714	years was destroyed		619,957
1878-9	714	when the general offices		640,101
1879-80	829	in Moncton were burned.		581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,921	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,032	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1899-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895

* 1906-07 nine months only. † As remeasured in this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. Johns for points west thereof, and to local stations in each year since July 1, 1876.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	455,585
1887-8		183,704	36,228	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824

* 1906-7 nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment since July 1, 1876.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1894-5	Nil.	Nil.	Nil.
1877-8				1895-6	"	"	"
1878-9				1896-7	"	"	"
1879-80				1897-8	8,000	"	8,000
1880-1				1898-9	30,000	"	30,000
1881-2				1899-1900	13,239	"	13,239
1882-3	31,011		31,011	1900-1	147	"	147
1883-4	73,389		73,389	1901-2	Nil.	"	Nil.
1884-5	300,901		300,901	1902-3	"	"	"
1885-6	389,122		389,122	1903-4	147,438	"	147,438
1886-7	575,880		575,880	1904-5	Nil.	"	Nil.
1887-8	69,021		69,021	1905-6	*170,000		170,000
1888-9	129,725		129,725	1906-7			Nil.
1889-90	502,012		502,012	1907-8			"
1890-1	148,803	59,543	218,337	1908-9			"
1891-2	845,997	519,500	1,265,497	1909-10			"
1892-3	156,306	197,666	352,975	1910-11	*233,839	2,000	235,839
1893-4	Nil.	8,026	8,026				

* Via Montreal. 1906-7 nine months only.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1894-5	938,351
1877-8	557,772	1895-6	822,097
1878-9	630,329	1896-7	847,701
1879-80	535,248	1897-8	987,701
1880-1	672,310	1898-9	1,157,250
1881-2	692,095	1899-1900	1,234,077
1882-3	983,916	1900-1	1,292,106
1883-4	817,134	1901-2	1,311,707
1884-5	935,977	1902-3	1,521,540
1885-6	761,127	1903-4	1,607,050
1886-7	763,894	1904-5	1,769,480
1887-8	871,838	1905-6	1,882,630
1868-9	948,514	1906-7	1,531,140
1889-90	1,116,050	1907-8	1,528,620
1890-1	1,013,129	1908-9	1,466,920
1891-2	954,015	1909-10	1,608,170
1892-3	856,913	1910-11	1,696,280
1893-4	944,967		

1906-7 nine months only.

SESSIONAL PAPER No. 20

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1894-95	1,036,384
1877-78	331,170	1895-96	1,064,385
1878-79	302,921	1896-97	1,093,499
1879-80	534,021	1897-98	1,551,372
1880-81	565,678	1898-99	2,595,353
1881-82	560,253	1899-1900	2,720,453
1892-83	1,195,601	1900-01	3,535,364
1883-84	654,673	1901-02	2,959,761
1884-85	734,902	1902-03	3,392,252
1885-86	849,800	1903-04	2,788,772
1886-87	1,018,395	1904-05	3,317,910
1887-88	1,219,035	1905-06	2,924,226
1888-89	1,256,158	1906-07	2,231,864
1889-90	2,610,202	1907-08	4,567,245
1890-91	2,890,921	1908-09	4,727,268
1891-92	3,776,677	1909-10	7,074,042
1892-93	1,514,619	1910-11	5,080,848
1893-94	1,304,684		

1906-07 nine months only.

TABLE showing the quantity of lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1894-95	202,247,269
1877-78	56,626,547	1895-96	226,332,715
1878-79	55,626,696	1896-97	243,355,725
1879-80	55,462,654	1897-98	354,093,816
1880-81	72,841,388	1898-99	306,554,031
1881-82	78,356,418	1899-1900	379,350,074
1882-83	104,633,417	1900-01	396,858,964
1883-84	131,120,948	1901-02	428,051,029
1884-85	138,493,675	1902-03	459,231,589
1885-86	117,186,512	1903-04	465,379,803
1886-87	161,801,763	1904-05	518,434,310
1887-88	197,755,272	1905-06	572,878,600
1888-89	199,507,777	1906-07	452,602,703
1889-90	210,886,071	1907-08	754,759,383
1890-91	184,188,324	1908-09	571,395,101
1991-92	175,474,340	1909-10	677,805,611
1892-93	181,211,013	1910-11	647,327,499
1893-94	200,507,949		

1906-07 nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1894-95	72,106
1877-78	46,498	1895-96	64,051
1878-79	47,584	1896-97	72,082
1879-80	70,990	1897-98	89,301
1880-81	61,574	1898-99	109,821
1881-82	73,479	1899-1900	92,813
1882-83	68,338	1900-01	95,923
1883-84	60,090	1901-02	98,495
1884-85	70,785	1902-03	127,066
1885-86	74,498	1903-04	113,036
1886-87	82,896	1904-05	110,670
1887-88	98,302	1905-06	106,589
1888-89	85,960	1906-07	97,381
1889-90	80,771	1907-08	99,824
1890-91	95,529	1908-09	104,165
1891-92	87,889	1909-10	106,712
1892-93	93,369	1910-11	113,976
1893-94	79,203		

1906-07 nine months.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Via Ste. Rosalie and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530

1906-07 nine months.

SESSIONAL PAPER No. 20

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year since July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for the west.	To St. John for the west.	To Local Stations	Total.	To Ste. Rosalie for the West.	To Montreal for the West.	To St. John for the West.	To Local Stations	Total.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13 778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,988	8,392		7,674		5,858	13,518
1886-87		20,150		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16 594
1891-92		7,142	3,960	10.535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899 1900		96		96			9,795	257	19,655	29,907
1900-01		489		489		403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902 03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	609	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4.235	12.268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908 09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667

1906-07—nine months only.

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal.	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77....	.....	530	921	527	1,978	... .	551	1,848	802	3,201
1877-78....	.....	596	1,015	474	2,085	.. ..	898	1,644	805	3,346
1878-79...	.....	471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80....	.....	519	1,462	453	2,334	.....	1,612	2,238	959	4,809
1880-81....	.....	498	1,879	920	3,297	.....	1,418	937	1,051	4,406
1881-82....	.....	475	1,919	967	3,951	.....	4,031	1,066	2,487	7,584
1882-82....	.....	542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84....	.....	838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85 ...	.....	1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86....	.....	1,669	1,655	902	4,216	.....	1,680	3,047	3,376	7,103
1886-87....	.....	1,278	1,572	2,008	4,859	.....	3,236	569	1,747	5,552
1887-88.. .	.....	1,533	1,477	1,031	4,041	.....	2,617	470	1,099	4,193
1888-89....	.....	2,474	2,000	1,870	63,44	.....	3,070	7,746	2,994	13,810
1889-90....	.....	2,335	1,787	2,111	6,223	.....	2,449	847	3,288	6,584
1890-91....	.....	2,029	2,788	1,848	6,665	.....	1,955	1,917	3,236	7,106
1891-92 ..	.....	1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93....	....	1,683	1,875	3,340	6,898	.....	3,262	1,811	2,176	7,249
1893-94 ...	.....	1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95....	.....	2,006	3,726	1,160	6,892	. .....	2,075	1,849	5,285	10,209
1895-96....	.....	1,966	3,059	1,316	6,344	.....	1,863	1,087	2,791	5,741
1896-97.. .	.....	3,307	3,115	1,286	7,708	.....	2,158	1,176	2,536	5,889
1897-98....	.....	3,575	3,703	1,052	8,330	. . ....	1,729	1,066	2,210	5,005
1868-99....	.....	1,210	2,070	3,305	5,583	.....	1,651	1,198	3,625	5,474
1890-1000..	.....	2,547	2,706	3,686	8,939	....	2,421	1,563	2,658	6,643
1900-01...	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02....	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03....	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05.. .	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06...	284	2, 48	2, 39	7,706	13,177	683	2,740	346	6,994	10,763
1906-07....	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08....	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09....	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10....	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11 . .	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546

1906-07—nine months only.

WINDSOR BRANCH.

This road is operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company), under a lease which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax. The company retain two-thirds of the gross earnings, and the government receive one-third of the gross earnings, for maintaining the way and works.

Year.	Miles in operation.	One-third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 39	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1886-87	32	32,242 85	6,689 30	24,553 55	24,040 33	513 22	
1887-88	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,544 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,891 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97	32	54,208 81	13,605 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30 395 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	

1906-07—nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,558	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1978-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,395	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	193,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	256,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,371
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,090	332,758
1909-10	267·5	427,283 73	319,074 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,684 45	108,263	356,761

1906-07—nine months only.

CANALS.

STATEMENT showing the total cost of the individual Dominion canal works and connecting waters, up to March 31, 1910.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement of Canals.	Improvements to St. Lawrence River and Lakes.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	10,039,277 20		12,628,810 05
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,228,835 30			7,228,835 30
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,289,142 41		7,234,767 14
Williamsburg Canal	1,320,655 54	10,696 26		1,331,351 80
Farran's Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,118,927 32		6,118,927 32
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,049,468 96		28,743,292 99
Sault Ste. Marie Canal	4,923,330 27			4,923,330 27
Totals	28,587,439 69	45,542,844 72	3,843,996 23	77,974,280 64

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,776 46		382,776 46
Total	580,286 61	5,154,798 44	5,735,085 05

Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,085,889 21		4,085,889 21
Tay Canal	489,599 23		489,599 23
Total	4,575,488 44		4,575,488 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	63,944 37	701,001 13
St. Ours Lock	121,537 65	.....	121,537 65
Total	758,954 41	63,944 37	822,533 78

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	9,555,950 41	.....	9,555,950 41
Total	9,555,950 41	.....	9,555,950 41

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	399,784 30	648,547 14

COMPARATIVE STATEMENT of Tons of Freight which passed through the canals in seasons of 1909 and 1910.

Name of Canal.	Season of 1909.	Season of 1910.	Number of trips of vessels.	
			Season of 1909.	Season of 1910.
	Tons.	Tons.		
Sault Ste. Marie	21,861,245	36,395,687	6,331	7,972
Welland	2,055,951	2,326,290	2,433	2,544
St. Lawrence	2,410,629	2,760,752	9,271	10,220
Chambly	752,117	669,299	4,725	4,219
St. Peter's	79,850	85,951	1,439	1,470
Murray	102,291	177,941	957	1,308
Ottawa	336,939	385,261	2,181	2,601
Rideau	91,774	134,881	2,236	2,815
Trent	59,952	46,263	3,730	3,442
St. Andrew's*		8,283		202
Total	33,720,748	42,990,608	33,303	36,799

* This is a lock and dam on the Red River, between Winnipeg and Lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1910

		Navigation Opened 1910.	Navigation Closed 1910.
Lachine		May 1	December 4.
Soulanges		" 1	" 4.
Grenville		April 29	" 1.
Carillon		" 29	" 1.
Ste. Anne's		" 25	" 1.
Chambly		" 29	" 1.
St. Ours		" 19	" 1.
Cornwall		" 30	" 5.
Williamsburg	Farran Point	May 1	" 5.
	Rapide Plat	" 1	" 5.
	Galops	" 1	" 5.
Murray		April 1	" 5.
Welland		" 15	" 15.
Sault Ste. Marie		" 12	" 15.
Rideau	At Ottawa	May 1	November 30.
	At Kingston Mills	" 1	" 29.
Trent	Lake Simcoe to Fenelon Falls	April 24	" 1.
	Fenelon Falls to Lakefield	" 2	" 26.
	Lakefield to Peterborough	" 13	" 4.
	Peterborough to Healy Falls	" 2	" 26.
St. Peter's		" 10	January 16, 1911.

PART IX

ACTS AUTHORIZING RAILWAY SUBSIDIES

IN FORCE, MARCH 31, 1911

RAILWAY SUBSIDIES

The following are the several Railway Subsidy Acts passed since and including the year 1907, being the only Acts in force at the close of the fiscal year 1910-11 (March 31, 1911).

1907

ACT 6-7 EDWARD VII., CHAP. 40.

(Assented to April 27, 1907).

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. To the Central Ontario Railway, for an extension of its railway from a point at or near Bancroft to a point on the Canada Atlantic railway at or near Whitney, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 4; not exceeding 40 miles.

2. For a line of railway from Woodstock to the International Boundary, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 15; not exceeding 26 miles.

3. For a line of railway from a point on the Canadian Pacific railway at or near Welsford or Westfield, or between the said two points, to Gagetown, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 16; not exceeding 30 miles.

4. For a line of railway from Liverpool to Milton, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 (*d*); not exceeding 7 miles.

5. For a line of railway from Milton to Caledonia, Nova Scotia, in lieu of part of the subsidy granted by chapter 57 of 1903, section 2, item 23 (*d*); not exceeding 22 miles.

6. For a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 24; not exceeding 37 miles.

7. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 25; not exceeding 1 mile.

8. To the Nicola, Kamloops and Similkameen Coal and Railway Company, for a line of railway from a point at or near Spence's Bridge, on the Canadian Pacific railway, to Nicola lake, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 26; not exceeding 47 miles.

9. To the Edmonton, Yukon and Pacific Railway Company, for a line of railway from the town of Strathcona to Edmonton and thence westerly towards Yellow Head Pass, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 28; not exceeding 50 miles.

10. For a line of railway from Fredericton to Woodstock, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 29; not exceeding 59 miles.

11. For a line of railway from Hawkesbury, Ontario, to South Indian, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 30; not exceeding 35 miles.

12. To the Tilsonburg, Lake Erie and Pacific Railway Company, for a line of railway from Woodstock northerly to a point on the Grand Trunk railway at Berlin, or from Ingersoll to Stratford, or to any point on the Grand Trunk railway between these places, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 31; not exceeding 35 miles.

13. To the Canadian Northern Ontario Railway Company, for a line of railway from Toronto, via the east side of Lake Simcoe, to a point at, near or beyond Sudbury through Parry Sound, in lieu of the subsidy granted to the James Bay Railway Company by chapter 57 of 1903, section 2, item 39; not exceeding 265 miles.

14. For a branch line from a point at or near the intersection of the Canadian Pacific railway and the Canadian Northern Quebec railway (formerly the Great Northern railway) between St. Philippe d'Argenteuil and Lachute, thence in a northerly direction passing through the village of Brownsburg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 49; not exceeding 4·2 miles.

15. To the Orford Mountain Railway Company, for the following lines of railway, namely:—from Bolton Line to Mansonville, 7·54 miles; from Mansonville to the International Boundary, 3·12 miles; from Windsor Mills to Brompton Falls, 8 miles; from Melbourne Road Crossing to Melbourne village, 3·50 miles; and from a point on its main line of railway to the south end of Bonella lake, 5 miles; in lieu of the subsidies granted by chapter 57 of 1903, section 2, item 50, but not exceeding in the whole 27 miles.

16. To the Canadian Northern Quebec Railway Company, for a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the parish of St. Jacques de l'Achigan, to the village of Rawdon, in lieu of the subsidy granted to the Chateauguay and Northern Railway Company by chapter 57 of 1903, section 2, item 55; not exceeding 16 miles.

17. To the York and Carleton Railway Company, for a line of railway from its present terminus westerly, in the lieu of subsidy granted by chapter 57 of 1903, section 2, item 61; not exceeding 5 miles.

18. To the Midway and Vernon Railway Company, for a line of railway from Midway to Vernon, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 69; not exceeding 150 miles.

19. For a line of railway from a point at or near the north end of Lake Megantic, thence along the said lake to a point on the International Boundary at or near Rivière Morte, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 78; not exceeding 19 miles.

20. For a line of railway from Wellington to or towards Union bay by way of Alberni, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 6; not exceeding 55 miles.

21. For a line of railway from Ste. Rose (or from Chimney Corner Coal Mines to a point at or near Chimney Corner Cove), thence via the east side of Lake Ainslie to or towards a point on the Intercolonial railway at or near Orangedale, not exceeding 34 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper, to Caribou Cove, or Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 34.

22. To the Klondike Mines Railway Company, for the following lines of railway, namely:—

(*a*) for a line of railway from Dawson to a point at or near Sulphur Spring, not exceeding 31 miles;

(*b*) for a line of railway from a point at or near Sulphur Springs to a point at or near the divide between Dominion and Flat creeks, not exceeding 45 miles; and

(*c*) for a line of railway from a point at or near the said divide to or towards the Stewart river, not exceeding 8 miles;

the whole in lieu of the subsdiy granted by chapter 43 of 1906, section 1, item 46.

23. For a line of railway from St. Peter's to Louisbourg, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 65; not exceeding 50 miles.

24. For a line of railway from Grandique Ferry to Arichat, Nova Scotia, being a revote of the subsidy granted by chapter 7 of 1901, section 2, item 15; not exceeding 8 miles.

25. For a mile of railway from Connors, at the terminus of the Temiscouata railway, to a point on the boundary line between New Brunswick and Quebec at the foot of Beau lake, being a revote of part of the subsidy granted by chapter 7 of 1901, section 2, item 2; not exceeding 18 miles.

2. The Governor in Council may grant, towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 57 of 1903, section 3, item 1, a subsidy of $15,000.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway, not the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed sections bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that, in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as established to the satisfactoin of the Governor in Council their ability to construct and complete the said railways and

bridge respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1907, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridge shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railways and bridge so subsidized reasonable and proper facilities in exercising such running powers, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridge hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of subsidy received by the company under this Act.

8. As respects all railways and the bridge for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or the bridge shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway and bridge, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful

examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementory agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

1908

ACT 7-8 EDWARD VII., CAP. 63, 1908.

(Assented to 20th July, 1908.)

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. To the Kettle River Valley Railway Company, for a line of railway from a point at or near Grand Forks to a point fifty miles up the North Fork and East or West Fork of the North Fork of Kettle river, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 39; not exceeding 50 miles.
2. For a line of railway from Owen Sound, in the province of Ontario, to Meaford, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 18; not exceeding 30 miles.
3. For a line of railway from Sharbot lake or Bathurst station, in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 7; not exceeding 41 miles.
4. To the Nipigon Railway Company, for the following lines of railway:—
   (*a*) from a point at or near Nipigon Station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

(*b*) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon railway at or near the crossing of the Fraser river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon northerly; not exceeding 45 miles.

the said subsidies to the said lines being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 10; not exceeding in all 80 miles.

5. To the Manitoulin and North Shore Railway Company (or to the Canada Central Railway Company, with the consent of the Manitoulin and North Shore Railway Company, and subject to the approval of the Governor in Council), for the following railway lines of railway:—

(*a*) from a point on the said line of railway, between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 100 miles;

(*b*) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley,and thence to Sudbury; not exceeding 64 miles.

(*c*) from a point at or near Sudbury, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 1; not exceeding in all 194 miles.

6. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 28; not exceeding 50 miles.

7. For a line of railway from a point at or near Baptiste,easterly to a point at or near Renfrew, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 24; not exceeding 75 miles.

8. To the Bracebridge and Trading Lake Railway Company, for a railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 34 of 1904, section 2, item 1, for 15 miles; not exceeding 16 miles.

9. To the Quebec and Lake St. John Railway Company, for a line of railway from Roberval westward towards James Bay, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 12; not exceeding 100 miles.

10. To the Matane and Gaspé Railway Company, for a line of railway from a point ator near Ste. Flavie, on the Intercolonial railway, to Matane, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 44, for 30 miles; not exceeding 38 miles.

11. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, not exceeding 30 miles; and for a line of railway connecting its Montfort and Gatineau line with the main line from St. Jerome, not exceeding 15·2 miles; in lieu of the subsidies granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 36; not exceeding in all 45·2 miles.

12. To the Canadian Northern Quebec Railway Company, for a line of railway from, or near, Garneau Junction to Quebec, with a branch to or towards the Quebec bridge, in lieu of the subsidy granted to the Great Northern railway of Canada by chapter 43 of 1906, section 1, item 37, for 70 miles; not exceeding 83 miles.

13. To the Atlantic, Quebec and Western Railway Company, for a line of railway from a point at or near Causapascal, on the Intercolonial railway, to Edmundston, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 160 miles.

14. For a line of railway from Yamaska to a point in the county of Lotbiniere, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 12, not exceeding 70 miles; and for a line of railway from Mount Johnson to St. Gregoire Station, in lieu of the subsidy granted to the United Counties Railway Company by chapter 7 of 1899, section 2, item 16, for one mile, not exceeding 1½ miles; and not exceeding in all 71½ miles.
15. To the International Railway Company of New Brunswick, for a line of railway from the western end of the twenty miles of its railway, as already constructed from Campbellton, to a point on the St. John river between Grand Falls and Edmundston, in lieu of the subsidies granted by chapter 57 of 1903, section 2, items 14 and 59 respectively; not exceeding 90 miles.
16. For a line of railway from Brazil lake, on the Dominion Atlantic railway, to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 8 of 1900, section 2, item 30; not exceeding 11 miles.
17. To the Inverness Railway and Coal Company, for a line of railway from Cheticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 57, of 1903, section 2, item 24, for 37 miles; not exceeding 37 miles.
18. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the International railway, thence via the east side of Lake Ainslie and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitant's bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 21, for 38 miles; not exceeding in all 50 miles.
19. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness to a point at or near the bridge over the St. Lawrence at or near Quebec, not exceeding 30 miles; in lieu of the subsidies granted by chapter 43 of 1906, section 1, items 3 and 20, respectively; not exceeding in all 80 miles.
20. To the Cape Breton Railway Company, Limited, for a line of railway from Port Hawkesbury or Point Tupper, on the Strait of Canso, Nova Scotia, to St. Peter's, in lieu of the subsidy granted by chapter 7, of 1899, section 2, item 6, for 30 miles; not exceeding 31 miles.
21. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 80 miles.
22. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding 52 miles.
23. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the said point at or near Melrose to Guysborough, in the county of Guysborough, with branch line to Country Harbour in the county of Guysborough, in lieu in part of the subsidy granted by chapter 43, of 1906, section 1, item 5; not exceeding in all 116 miles.
24. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie de Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 43, of 1906, section 1, item 33, for 20 miles; not exceeding 24 miles.

25. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudiere Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 7 of 1901, section 2, item 2, for 45 miles; not exceeding 62 miles.
26. For a line of railway from a point at or near Ste. Agathe des Monts Station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary in a southerly direction, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 38; not exceeding 15 miles.
27. For a line of railway from Tusket Wedge to a point on the Halifax Southwestern railway at or near Riverdale Station; not exceeding 8 miles.
28. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater, via Upper Lahave; not exceeding 12 miles.
29. To the Erie, London and Tilsonburg Railway Company, for a line of railway from Port Burwell to London; not exceeding 35 miles.
30. For a line of railway from a point at or near Centrevllle to Aylesford, or Kingston, or Middleton, on the line of the Dominion Atlantic railway; not exceeding 35 miles.
31. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Brook; not exceeding 28 miles.
32. To the North Shore Railway Company, Limited (formerly the Beersville Coal and Railway Company), for a line of railway extending its present line from Beersville to Brown's Landing, not exceeding 7 miles; and for a branch line of railway from its main line to Mount Carlyle, not exceeding 2½ miles; not exceeding in all 9½ miles.
33. To the York and Carleton Railway Comapny, for a line of railway from its present terminus to a point on the National Transcontinental railway; not exceeding 9 miles.
34. To the Vancouver and Lulu Island Railway Company, for a line of railway from Eburn, on its main line, to New Westminster; not exceeding 9·65 miles.
35. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point near French creek to the village of Sandwich, not exceeding 41 miles; and for a line of railway from the village of Sandwich to Campbell river, not exceeding 38 miles; not exceeding in all 79 miles.
36. For a line of railway from Macleod, via Cardston, towards a point on the International Boundary west of range 21; not exceeding 45 miles.
37. To the Southern Central Pacific Railway Company, for a line of railway from a point at or near Cowley, in Alberta, to a point on Highwood river; not exceeding 50 miles.
38. For a line of railway from a point at or near the town of Red Deer to a point on the North Saskatchewan river at or near Rocky Mountain House; not exceeding 70 miles.
39. To the Canadian Pacific Railway Company, for a line of railway from Winnipeg Beach northerly to Gimli, not exceeding 9½ miles; and for a line from Gimli to Riverton, not exceeding 25 miles; not exceeding in all 34½ miles.
40. To the Canadian Pacific Railway Company, for a line of railway from Moosejaw; in a northwesterly direction; not exceeding 123 miles.
41. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell; not exceeding 36 miles.
42. To the Quebec, Montreal and Southern Railway Company, for a line of railway from Noyan Junction to the International boundary, not exceeding 8 miles; and for a line of railway from St. Lambert to St. Constant, not exceeding 15 miles; not exceeding in all 23 miles.
43. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(*a*) from Valcartier Station to St. Catherine; not exceeding 3·8 miles.
(*b*) from Valcartier Station towards Gosford; not exceeding 5½ miles.
(*c*) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice to La Tuque Falls; not exceeding 5 miles;
(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;
(*e*) from a point on La Tuque branch to the steamboat landing near La Tuque; not exceeding 1·6 miles; not exceeding in all 20·9 miles;

44. To the Quebec and Lake St. John Railway Company, for a line of railway from Herbertville to St. Joseph d'Alma; not exceeding 10 miles.
45. To the St. Maurice Valley Railway Company, for a line of railway from Three Rivers to Grand Mere; not exceeding 28 miles.
46. For a line of railway from a point on the main line of the Great Northern Railway at or near St. Jerome to Charlemange (Bout de l'Ile); not exceeding 22 miles.
47. To the North Eastern Railway Company, for a line of railway from a point east of Lake Temiskaming, at or near Villemaric, easterly; not exceeding 25 miles.
48. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury; not exceeding 65 miles.
49. For a line of railway from Montreal to a point on the National Transcontinental railway; not exceeding 200 miles.
50. To the Quebec Central Railway Company, for an extension of its line of railway from St. George to or towards St. Justine; not exceeding 30 miles.
51. To the Maritime Coal, Railway and Power Company, for a line of railway from Chignecto to a point on the Northumberland Straits, not exceeding 25 miles; and from Joggins Mines to a point on the Bay of Fundy, not exceeding 1 mile; not exceeding in all 26 miles.
52. For a line of railway from St. Peter's, in the county of Richmond, by the south shore of Bras d'Or lake to Sydney; not exceeding 60 miles.
53. To the Nipissing Central Railway Company, for a line of railway from a point on the Temiskaming and Northern Ontario railway, at or near the town of New Liskeard, to a point in the township of Guigues, in the Province of Quebec; not exceeding 13 miles.
54. To the Vancouver Island and Eastern Railway Company, for a line of railway from a point on the Esquimalt and Nanaimo railway, near Campbell river towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
55. To the Vancouver, Westminster and Yukon Railway Company, for a line of railway from Vancouver towards Fort George, on the line of the Grand Trunk Pacific railway; not exceeding 100 miles.
56. For a line of railway around Death Rapid, British Columbia; not exceeding 4 miles.
57. To the Pacific Northern and Omineca Railway Company, for a line of railway from Kittimat to the Telkwa river; not exceeding 110 miles.
58. For a line of railway from Nicola to a point at or near Pentieton; not exceeding 100 miles.
59. For a line of railway from Carmi to Penticton; not exceeding 50 miles.
60. To the St. Mary and Western Ontario Railway Company, for a line of railway from Woodstock to Exeter; not exceeding 45 miles.
61. To the Algoma Central and Hudson Bay Railway Company, for a line of railway from a point on the Canadian Pacific railway northward towards the National Transcontinental railway; not exceeding 50 miles.
62. To the Grand Trunk Pacific Railway Company, for branch lines of railway from the line of the National Transcontinental railway to Port Arthur and Fort William; not exceeding 220 miles.

63. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the line of the National Transcontinental railway; not exceeding 18 miles.
64. To the Burk's Falls and French River Railway Company, for a line of railway from Burk's Falls to French river; not exceeding 85 miles.
65. To the Thessalon and Northern Railway Company, for a line of railway from Thessalon, northerly; not exceeding 4 miles.
66. To the Canadian Northern Ontario Railway Company, for a line of railway from Sudbury Junction to Hutton Mines; not exceeding 30 miles.
67. To the Esquimalt and Nanaimo Railway Company, for a line of railway from Cowichan bay to Cowichan lake; not exceeding 54 miles.
68. To the Canadian Northern Quebec Railway Company, for a line of railway from Hawkesbury to Ottawa; not exceeding 60 miles.
69. For the following lines of railway:—
    (*a*) from Westfield to St. John, not exceeding 14 miles;
    (*b*) from Gagetown to Fredericton, not exceeding 40 miles;
    (*c*) from a point between Centreville and Woodstock to a point at or near Grand Falls, not exceeding 55 miles.
70. To the Little Nation River Railway Company, for a line of railway from Papineauville on the Canadian Pacific railway towards Lake Nominique; not exceeding 30 miles.
71. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville; not exceeding 28 miles.
72. To the Quebec and Lake St. John Railway Company, for a line of railway from Chicoutimi south or southeast; not exceeding 5 miles.

2. The Governor in Council may grant the subsidies hereinafter mentioned towards the construction and completion of the bridges also hereinafter mentioned, that is to say:—

1. Towards the construction and completion of a railway bridge and approaches over the Nicolet river at Nicolet, in lieu of the subsidy granted by chapter 40 of 1907, section 2, $15,000.
2. To the Canadian Pacific Railway Company (lessees of the Calgary and Edmonton Railway Company), towards the construction and completion of a bridge over the Saskatchewan river connecting Strathcona and Edmonton, 15 per cent upon the amount expended thereon; not exceeding $100,000.
3. To the Quebec, Montreal and Southern Railway Company, towards the construction and completion of the following railway bridges:—
    (*a*) bridge across the Gentilly river, $15,000;
    (*b*) bridge across the Becancour river, $30,000;
    (*c*) bridge across the Richelieu river, $30,000;
4. To the Atlantic, Quebec and Western Railway Company, towards the construction and completion of the 26 railway bridges on its line of railway from Paspebiac to Gaspé, payable upon the completion of the said line of railway between the said points, $250,000.
5. To the Interprovincial Railway Bridge Company of New Brunswick, towards the construction and completion of a railway bridge over the Restigouche river from Campbellton to Mission Point, not exceeding $160,000.
6. To the Vancouver, Westminster and Yukon Railway Company, towards the construction and completion of a railway bridge across Burrard Inlet.

3. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge, up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of

equipping the railway, nor the cost of terminals, nor the cost of right of way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the Chief Engineer of the Department of Railways and Canals, certifying that he has made or caused to be made an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of the construction of such railway.

4. The subsidies hereby authorized towards the construction of any railway or bridge shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon the completion of the work subsidized; or

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the Chief Engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or

(d) With respect to *(b)* and *(c)*, part one way, part the other.

5. The subsidies hereinbefore authorized to be granted to companies named shall if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railway and bridges respectively; all the lines and the bridge for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1908, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the Company and the said Minister, which contract the Minister, with the approval of the Governor in Council, is hereby empowered to make. The location also of such subsidized lines and bridges shall be subject to the approval of the Governor in Council.

6. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway and bridges so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways and bridges hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

7. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation for men, supplies, materials and mails over the portion of the

lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the Government for which such service is being performed, and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

8. As respects all railways and bridges for which subsidies are granted by this Act, the company at any time owning or operating any of the railways or bridges shall when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway or bridge, the cost of operating it, and the earnings thereof.

9. The Governor in Council may make it a condition of the grant of the subsidies herein provide that the company shall lay the railway with new steel rails and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railways and bridges, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

10. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the Company, and upon the report of the Chief Engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the Chief Engineer, and providing that the company shall be credited to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent, shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said Chief Engineer, entitles the company thereto: Provided always—

(a) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(b) that no payment shall be made except upon a certificate of the Chief Engineer that the work done is up to the standard specified in the companies' contract;

(c) that in no cases shall the subsidy exceed the sum of $6,400 per mile.

1909

ACT 8-9 EDWARD VII., CHAP. 35.

Assented to May 19, 1909.

1. Paragraph 6 of section 2 of chapter 63 of the statutes of 1908 is amended by adding at the end thereof the figures '$200,000.'

1910

ACT 9-10 EDWARD VII., CHAP. 51.

(Assented to May 4, 1910).

1. The Governor in Council may grant a subsidy of $3,200 per mile towards the construction of each of the undermentioned lines of railway (not exceeding in any case the number of miles hereinafter respectively stated) which shall not cost more on the average than $15,000 per mile for the mileage subsidized, and towards the construction of each of the said lines of railway, not exceeding the mileage hereinafter stated, which shall cost more on the average than $15,000 per mile for the mileage subsidized, a further subsidy beyond the sum of $3,200 per mile of fifty per cent on so much of the average cost of the mileage subsidized as is in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile:—

1. For a line of railway from Tusket Wedge to a point on the Halifax and Southwestern railway at or near Riverdale station, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 27; not exceeding 8 miles.

2. To the Halifax and Southwestern Railway Company, for a line of railway from Lunenburg to Bridgewater via Upper La Have, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 28; not exceeding 12 miles.

3. To the Inverness Railway and Coal Company, for a line of railway from Chéticamp to a point on the line already built between Broad Cove and Point Tupper, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 17; not exceeding 37 miles.

4. To the Margaree Coal and Railway Company, for a line of railway from a point at or near Orangedale, on the Intercolonial railway, thence by the east side of Lake Ainslee and Ste. Rosa, to Chimney Corner Cove, not exceeding 46 miles; and for a line of railway from a point on the Intercolonial railway between Orangedale and Point Tupper to Caribou Cove on Inhabitants bay or river, not exceeding 4 miles; in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 18; not exceeding in all 50 miles.

5. For a line of railway from a point on the Dominion Atlantic railway to the Government pier or wharf at Canning, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 7; not exceeding one mile.

6. For a line of railway from Brazil lake, on the Dominion Atlantic railway to Kemptville, Nova Scotia, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 16; not exceeding 11 miles.

7. To the Dominion Atlantic Railway Company, for a line of railway from Centreville on the Dominion Atlantic railway, westerly to Weston, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 30; not exceeding 15 miles.

8. For a line of railway from a point on the Intercolonial railway at or near Dartmouth, in the county of Halifax, to a point at or near Deans Settlement, in the county of Halifax, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 21; not exceeding 80 miles.

9. For a line of railway from a point at or near Deans Settlement, in the county of Halifax, to a point at or near Melrose, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 22; not exceeding 52 miles.

10. For a line of railway from a point at or near New Glasgow, in the county of Pictou, to a point at or near Melrose, in the county of Guysborough, and from the

said point at or near Melrose to Guysborough, in the county of Guysborough, with a branch line to Country Harbour, in the county of Guysborough, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 23; not exceeding in all 116 miles.

11. To the International Railway Company of New Brunswick, for 3½ miles of its railway, being the distance which the subsidy granted by chapter 63 of 1908, section 1, item 15, is short of covering.

12. For a line of railway from Grand Falls to St. John, New Brunswick, in lieu of the subsidies granted by chapter 40 of 1907, section 1, items 2, 3 and 10, respectively, and in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 69; not exceeding 228 miles.

13. For a line of railway from Connors, at the terminus of the Temiscouata railway to a point on the boundry line between New Brunswick and Quebec, at the foot of Beau lake, in lieu of the subsidy granted by chapter 40 of 1907, section 1, item 25; not exceeding 18 miles.

14. To the York and Carleton Railway Company, for a line of railway from its present terminus to a point on the National Transcontinental railway, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 33; not exceeding 9 miles.

15. For a line of railway from a point on the Canadian Pacific railway at or near Plaster Rock to Riley Rock, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 31; not exceeding 28 miles.

16. To the Atlantic, Quebec and Western Railway Company, for a line of railway from Paspebiac to Gaspé, as near the shore as practicable, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 9, for a line between the points above mentioned; not exceeding 102 miles.

17. To the Canadian Northern Quebec Railway Company, for a line of railway from a point at or near Arundel to a point in the municipality of the united townships of Preston and Hartwell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 11, for a line of railway between the points above mentioned: not exceeding 30 miles.

18. For a line of railway from Roberval westward towards James bay, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 9; not exceeding 100 miles.

19. To the Quebec and Lake St. John Railway Company, for the following lines of railway:—

(*a*) from Valcartier station to St. Catherine, not exceeding 3·8 miles;

(*b*) from Valcartier station towards Gosford, not exceeding 5½ miles;

(*c*) from the end of the 35th mile of the branch to La Tuque, on the River St. Maurice, to La Tuque Falls, not exceeding 5 miles;

(*d*) from La Tuque Falls to the mouth of the River Croche, not exceeding 5 miles;

(*e*) from a point on the La Tuque branch to the steamboat landing near La Tuque, not exceeding 1·6 miles;

(*f*) from Herbertville to St. Joseph d'Alma; not exceeding 10 miles;

(*g*) from Chicoutimi south or southeast: not exceeeding 5 miles:

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, items 43, 44 and 72, respectively; not exceeding 35·9 miles.

20. To the Quebec and New Brunswick Railway Company, for a line of railway from Chaudière Junction to a point at or near the International Boundary, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 25: not exceeding 62 miles.

21. To the Eastern Townships Railway Company, for a line of railway from the Intercolonial railway at St. Leonard's Junction to Dudswell, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 41; not exceeding 36 miles.

22. To the L'Avenir and Melbourne Railway Company, for a line of railway from Melbourne to Drummondville, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 71; not exceeding 28 miles.

23. To the Lotbinière and Megantic Railway Company, for a line of railway to extend its railway southerly from a point at or near Lyster, in Megantic county, to or towards a point at or near Lime Ridge, in the township of Dudswell, not exceeding 50 miles; and for a line of railway from a point on its line in the township of Inverness, to a point at or near the bridge over the St. Lawrence river at or near Quebec; not exceeding 30 miles; in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 19; not exceeding in all 80 miles.

24. For a line of railway from Joliette to or near Lake Manuan, in lieu of the subsidy granted by chapter 57 of 1903, section 2, item 9; not exceeding 60 miles.

25. For a line of railway from St. Joachim towards Seven Islands, including branches to Murray Bay and Baie St. Paul, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 11; not exceeding 170 miles.

26. For a line of railway from a point at or near Ste. Agathe des Monts station towards the township of Howard, in the county of Argenteuil, passing near Lake St. Joseph and St. Mary, in a southerly direction, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 26; not exceeding 15 miles.

27. To the Ha Ha Bay Railway Company, for a line of railway from a point at or near Jonquières village to Baie des Ha Ha via Laterrière village, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 24; not exceeding 24 miles.

28. To the St. Mary's and Western Ontario Railway Company, for a line of railway from Embro to Exeter, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 60; not exceeding 36 miles.

29. To the Manitoulin and North Shore Railway Company for the following lines of railway:—

(*a*) from a point on the said company's line of railway between Little Current and Sudbury, westerly towards the Algoma Central and Hudson Bay railway; not exceeding 76 miles;

(*b*) from Little Current thence crossing the Canadian Pacific railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles;

(*c*) from a point at or near Sudbury, northerly, not exceeding 30 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 51; not exceeding in all 194 miles.

30. To the Algoma Central and Hudson Bay Railway Company for the following lines of railway:—

(*a*) from Sault Ste. Marie to a point on the Canadian Pacific railway between White river and Dalton stations in the district of Algoma, not exceeding 200 miles;

(*b*) from Michipicoten Harbour, Lake Superior, towards the main line of the Canadian Pacific railway, not exceeding 25 miles;

(*c*) from a point on the Canadian Pacific railway, northerly, towards the National Transcontinental railway, not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 43 of 1906, section 1, item 2, and chapter 63 of 1908, section 1, item 61; not exceeding in all 275 miles.

31. To the Bracebridge and Trading Lake Railway Company, for a line of railway from Bracebridge, in Muskoka, to a point at or near Baysville, Ontario, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 8; not exceeding 16 miles.

32. To the Lac Seul, Rat Portage and Keewatin Railway Company, for a line of railway from a point at or near Kenora to the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 63 for 18 miles; not exceeding 22 miles.

33. To the Canadian Northern Quebec Railway Company, for a line of railway from Montreal to Hawkesbury, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 48; not exceeding 65 miles.

34. To the Nipigon Railway Company for the following lines of railway:—

(*a*) from a point at or near Nipigon station on the line of the Canadian Pacific railway to Nipigon lake; not exceeding 30 miles;

(*b*) from a point on Nipigon bay of Lake Superior to a point on the west of Lake Helen on the line of the Nipigon railway; not exceeding 3½ miles;

(*c*) from a point on the line of the Nipigon railway at or near the crossing of the French river to a point on Lake Jesse, by way of Cameron's Falls; not exceeding 1½ miles;

(*d*) from a point on the north shore of Lake Nipigon, northerly; not exceeding 45 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 63 of 1908, section 1, item 4; not exceeding in all 80 miles.

35. To the Ontario, Northern and Timagami Railway Company, for a line of railway from a point at or near Sturgeon Falls, in a northwesterly direction, to a point on the westerly shore of Lake Timagami, in the district of Nipissing, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 6; not exceeding 50 miles.

36. For a line of railway from Sharbot lake or Bathurst station ,in the province of Ontario, or between these points, via Lanark village, to Carleton Place, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 3; not exceeding 41 miles.

37. To the Erie, London and Tillsonburg Railway Company, for a line of railway from Port Burwell to London, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 29; not exceeding 35 miles.

38. To the Toronto, Lindsay and Pembroke Railway Company, for a line of railway from Golden lake to Bancroft, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 41; not exceeding 51 miles.

39. To the Kingston, Smith's Falls and Ottawa Railway Company, for a line of railway from Kingston to Ottawa, in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 19; not exceeding 101 miles.

40. To the Pacific Northern and Omineca Railway Company, for a line of railway from Edmonton, northwesterly, to or towards the Peace river, in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 51; not exceeding 110 miles.

41. To the Southern Central Pacific Railway Company, for the following lines of railway:—

(*a*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, northeasterly; not exceeding 10 miles;

(*b*) from a point two miles west of Pincher station on the Crow's Nest Pass branch of the Canadian Pacific railway, southwesterly; not exceeding 40 miles;

the said subsidies being granted in lieu of the subsidy granted by chapter 63 of 1908, section 1, item 37; not exceeding in all 50 miles.

42. To the Kettle River Valley Railway Company, for the following lines of railway:—

(*a*) from Midway to a junction near Merritt with the Nicola, Kamloops and Similkameen railway; not exceeding 250 miles;

(*b*) from a point on the company's line of railway near Coldwater river to a point on the Fraser river; not exceeding 50 miles;

the said subsidies being granted in lieu of the subsidies granted by chapter 40 of 1907, section 1, item 18, and chapter 63 of 1908, section 1, items 58 and 59, respectively; not exceeding in all 300 miles.

43. To the Kootenay Central Railway Company, for a line of railway from Golden towards the International Boundary via Windermere and Fort Steele, thence crossing the Crow's Nest Pass railway, at or near Elko; in lieu of the subsidy granted by chapter 43 of 1906, section 1, item 31; not exceeding 186 miles.

44. To the Esquimalt and Nanaimo Railway Company, for a line of railway from a point on its main line of railway, at or near Duncan's to Cowichan lake, in lieu of the subsidy granted by chapter 63, of 1908, section 1, item 67; not exceeding 24 miles.

45. For a line of railway from Montreal to a point on the National Transcontinental railway, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 49; not exceeding 200 miles.

46. To the Little Nation River Railway Company, for a line of railway from Papineauville, on the Canadian Pacific railway, towards Lake Nomining, in lieu of subsidy granted by chapter 63 of 1908, section 1, item 70; not exceeding 30 miles.

2. In this Act, unless the context otherwise requires, the expression 'cost' means the actual, necessary and reasonable cost, and shall include the amount expended upon any bridge up to and not exceeding $25,000, forming part of the line of railway subsidized not otherwise receiving any bonus, but shall not include the cost of equipping the railway nor the cost of terminals, nor the cost of right-of-way of the railway in any city or incorporated town; and such actual, necessary and reasonable cost shall be determined by the Governor in Council, upon the recommendation of the Minister of Railways and Canals, and upon the report of the chief engineer of the Department of Railways and Canals, certifying that he has made, or caused to be made, an inspection of the line of railway for which payment of subsidy is asked, and careful inquiry into the cost thereof, and that in his opinion the amount upon which the subsidy is claimed is reasonable, and does not exceed the true, actual and proper cost of construction of such railway.

3. The subsidies hereby authorized towards the construction of any railway shall be payable out of the Consolidated Revenue Fund of Canada, and may, unless otherwise expressly provided in this Act, at the option of the Governor in Council, on the report of the Minister of Railways and Canals, be paid as follows:—

(*a*) Upon completion of the work subsidized; or,

(*b*) By instalments, on the completion of each ten-mile section of the railway, in the proportion which the cost of such completed section bears to that of the whole work undertaken; or

(*c*) Upon the progress estimates on the certificate of the chief engineer of the Department of Railways and Canals that in his opinion, having regard to the whole work undertaken and the aid granted, the progress made justifies the payment of a sum not less than thirty thousand dollars; or,

(*d*) With respect to (*b*) and (*c*), part one way, part the other.

4. The subsidies hereinbefore authorized to be granted to companies named shall, if granted by the Governor in Council, be granted to such companies respectively; the other subsidies may be granted to such companies as establish to the satisfaction of the Governor in Council their ability to construct and complete the said railways respectively; all the lines for the construction of which subsidies are granted, unless they are already commenced, shall be commenced within two years from the first day of August, 1910, and completed within a reasonable time, not to exceed four years from the said first day of August, to be fixed by the Governor in Council, and shall also be constructed according to descriptions, conditions and specifications, approved by the Governor in Council on the report of the Minister of Railways and Canals, and specified in each case in a contract between the company and the said Minister, which contract the Minister, with the approval of the Governor in Council,

is hereby empowered to make. The location also of such subsidized lines shall be subject to the approval of the Governor in Council.

5. The granting of such subsidies and the receipt thereof by the respective companies shall be subject to the condition that the Board of Railway Commissioners for Canada may at all times provide and secure to other companies such running powers, traffic arrangements and other rights as will afford to all railways connecting with the railway so subsidized reasonable and proper facilities in exercising such running power, fair and reasonable traffic arrangements with connecting companies, and equal mileage rates between all such connecting railways; and the said Board shall have absolute control, at all times, over the rates and tolls to be levied and taken by any of the companies, or upon any of the railways hereby subsidized: Provided always that any decision of the said Board made under this section may be at any time varied, changed or rescinded by the Governor in Council, as he deems just and proper.

6. Every company receiving a subsidy under this Act, its successors and assigns, and any person or company controlling or operating the railway or portion of railway subsidized under this Act, shall each year furnish to the Government of Canada transportation of men, supplies, materials and mails over the portion of the lines in respect of which it has received such subsidy, and, whenever required, shall furnish mail cars properly equipped for such mail service; and such transportation and service shall be performed at such rates as are agreed upon between the Minister of the department of the government for which such service is bing performed and the company performing it, and, in case of disagreement, then at such rates as are approved by the Board of Railway Commissioners for Canada; and in or towards payment for such charges the Government of Canada shall be credited by the company with a sum equal to three per cent per annum on the amount of the subsidy received by the company under this Act.

7. As respects all railways for which subsidies are granted by this Act, the company at any time owning or operating any of the railways shall, when required, produce and exhibit to the Minister of Railways and Canals, or any person appointed by him, all books, accounts and vouchers showing the cost of constructing the railway, the cost of operating it, and the earnings thereof.

8. The Governor in Council may make it a condition of the grant of the subsidies herein provided that the company shall lay the railway with new steel rail and fastenings made in Canada and shall purchase all materials and supplies required for the construction of the railway, and the rolling stock for the first equipment of the railway, from Canadian producers, if such rails, fastenings, materials, supplies and equipment are procurable in Canada of suitable quality and upon terms as favourable as elsewhere, of which the Minister of Railways and Canals shall be the judge.

9. Whenever a contract has been duly entered into with a company for the construction of any line of railway hereby subsidized, the Minister of Railways and Canals, at the request of the company, and upon the report of the chief engineer of the Department of Railways and Canals, and his certificate that he has made careful examination of the surveys, plans and profile of the whole line so contracted for, and has duly considered the physical characteristics of the country to be traversed and the means of transport available for construction, naming the reasonable and probable cost of such construction, may, with the authorization of the Governor in Council, enter into a supplementary agreement, fixing definitely the maximum amount of the subsidy to be paid, based upon the said certificate of the chief engineer, and providing that the company shall be entitled to be paid, as the minimum, the ordinary subsidy of $3,200 per mile, together with sixty per cent of the difference between the amount so fixed and the said $3,200 per mile, if any; and the balance, forty per cent,

shall be paid only on completion of the whole work subsidized, and in so far as the actual cost, as finally determined by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and upon the report and certificate of the said chief engineer, entitles the company thereto: Provided always—

(*a*) that the estimated cost, as certified, is not less on the average than $18,000 per mile for the whole mileage subsidized;

(*b*) that no payment shall be made except upon a certificate of the chief engineer that the work done is up to the standard specified in the company's contract;

(*c*) that in no case shall the subsidy exceed the sum of $6,400 per mile.

MAP No. 1

TORONTO PUBLIC LIBRARY
REFERENCE

MAP
OF THE
DOMINION OF CANADA.
Scale of Miles
0 40 80 120 160 200 240
A. U Almon Delt

MAP No. 3

TORONTO PUBLIC LIBRARY
REFERENCE.

A. U. Almon Delt

MAP No. 4

TORONTO PUBLIC LIBRARY
REFERENCE.

A. U. Almon Delt

MAP No. 5

TORONTO PUBLIC LIBRARY
REFERENCE.

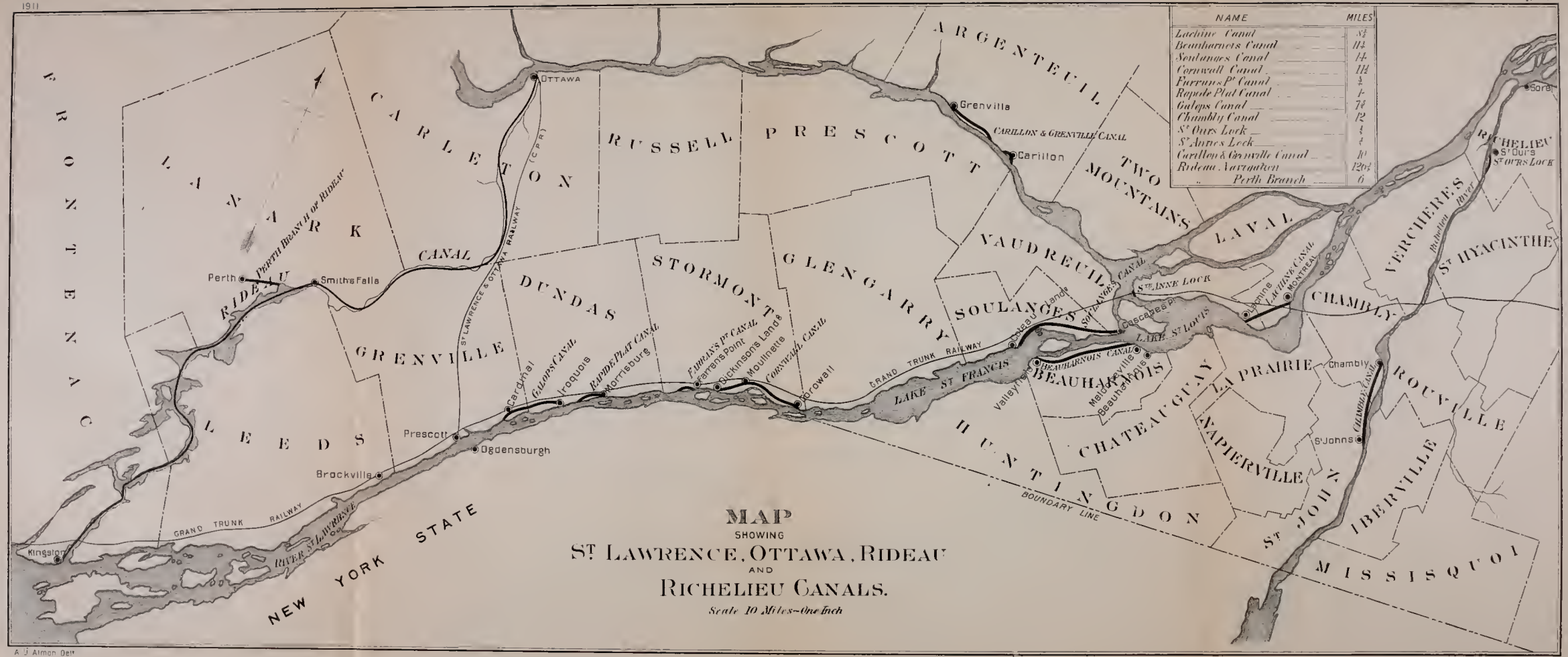
NATIONAL TRANSCONTINENTAL RY.
UNDER CONSTRUCTION
TRACK LAID
EXPLANATION
CANADIAN PACIFIC SYSTEM
CANADIAN NORTHERN SYSTEM
GRAND TRUNK PACIFIC
OTHER RAILWAYS
MAP
SHOWING RAILWAYS
IN PARTS OF
ONTARIO AND MANITOBA
Scale of Miles
10 5 0 10 20 30 40 50 60 70 80 90 100
LAKE SUPERIOR
LAKE NEPIGON
MINNESOTA
ONTARIO
MANITOBA
The Narrows
Winnipeg Beach
Gimli
Foxton
Ldu Bonnet
W.Selkirk
E.Selkirk
St Andrew
Moison
Whitemouth
Pinawa
Bonfface
Bonfface Jn
St Anne
La Broquerie
Agathe
Otterburne
Morris
Rufrost
N.W ANGLE
Woodridge
Whitedouth L
Caliento
Vassar
Dominion City
Ridgeville
Emerson
Letellier
Rosseau Jn
Dufferin Jn
Warroad
Lynne
Rainy R
Emo
Fort Frances
Rainy River
Manitou R
Devlin
Graham
Warren
Pelican
Ely
Towers
Virginia
Two Harbors
Duluth
Superior
Iron River
Ashland
Saxon
Nestoria
Humboldt
Marquette
L'Anse
Calumet
Manitou I
Isle Royale
Soo Jn
Trout L
Sault Ste Marie
Bellevue
Goulais
Pancake Bay
Batchawana Bay
Batchawana L
Agawa Bay
Michipicoten Harbour
Michipicoten River
Michipicoten I
Otter Head
Montreal R
Montreal River
Mississagi R
Mississagi River
Pangsan
Osidak
Rock Lake
Bruce Mines
Algoma
Spanish
St Joseph I
North Channel
Grand Manitoulin
Baymouth
Stanley
Gertrude Mines
Carmer
Phalan
Sellwood
Strobe Mines
Stobie
Metagami L Post
L'Maganga
Pooleo
Gowganda Jn
Wenman Jn
Wennabigun L
Ramsay
Ridout
Chapleau
Josephine Mines
Helen Mine
Missinabie
Dalton
Dog L
L Missinabie
Trudeau
White River
White
Heron Bay
Schreiber
Nepigon
Red Rock
Jackfish
Black Bay
Thunder C
Thunder Bay
Port Arthur
Fort William
Stanley
Dexter
Thorne
Mabeley
Redmark
Bone
Ashabowi
Abitibi
Seine
Atikokan
Steep Rock L
Farringdon
Turtle
Turtle R
Lawrence
Manitou R and Lake
Eagle L
Deer L
Dryden
Wabigoon
Vermilion Bay
Redditt
Hewk L
Sandy L
Lonlane
Ottawa R
Ignace
Quorn
Knowlton
Carlisle
Mack
Carlstadt
Martin
Tannin
Selwyn L
Wakono
Nakina
Ogoki
Ogoki R
Whitewater L
Whitewater
Whitecloy L
Kagnagana L
Albany R
Lake St Joseph
Root R
White Earth L
Caribou L
Caribou Lake
Summit L
Orbiskie R
Onaman L
Eskigagiaga L
Wawong L
Kenogami
Kenogami R
Pagwachuan R
Lake Seul
Seul R
Wabigoon R
Wabigoon
Manitou L
Shikag L
Medawin L
Island L
Sturgeon L
Sturgeon R
Superior St
Orient
Wabigoon River
Eagle River
Miminiska
Beggart
Wilmore
Ogoki L
Little Current R
Drowning R
Kenogamisis L
Kenogamisis R
Kabinakagami L
Kabinakagami
Esnagami L
Esnagami
Aquasabon R
Aquasabonning R
Aquasabonning River
Pashkokogan R
Pashkokogan River
Opasatika
Opasatika River
Missinaibi River
Mattagami
Mattagami River
Abitibi
Abitibi L
Abitibi River
Cochrane
Iroland
Matheson
Ramore
Sesekinika
Montreal R
Gowganda R
Mattawagaga L
Matawagaga
Steel R
Pic R
Pic River
Pic Sturgeon R
Pic Sturgeon
Long L
Long Lake
Lac Des Iles
Lac Des Iles R
Lac Des Iles L
Lac Des Iles Lake
Lac Des Iles Mine
Lac Des Iles Mine Road
Lac Des Iles Mine Road River
Lac Des Iles Mine Road River Mine
Lac Des Iles Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road
Lac Des Iles Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River Mine Road River
Lac Des Iles Mine Road River

MAP No. 6

TORONTO PUBLIC LIBRARY
REFERENCE.

MAP
SHOWING RAILWAYS IN
NOVA SCOTIA
NEW BRUNSWICK, P.E. ISLAND,
AND PART OF
QUEBEC.
10 5 0 10 20 30 40 50 60 70 80 90 100 MILES
NATIONAL TRANSCONTINENTAL RY.
UNDER CONSTRUCTION
TRACK LAID
EXPLANATION
GOVERNMENT RAILWAYS
CANADIAN PACIFIC SYSTEM
GRAND TRUNK SYSTEM
CANADIAN NORTHERN SYSTEM
OTHER RAILWAYS
QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND
CAPE BRETON ISLAND
MAGDALEN ISLANDS
ATLANTIC OCEAN
BAY OF FUNDY
GULF OF ST. LAWRENCE
MAINE
LAURENTIDES PARK
ALGONQUIN PARK
NORTHUMBERLAND STRAIT
MONTREAL
OTTAWA
QUEBEC
HALIFAX
ST. JOHN

57
0.2



MAP
SHOWING
St Lawrence, Ottawa, Rideau
AND
Richelieu Canals.

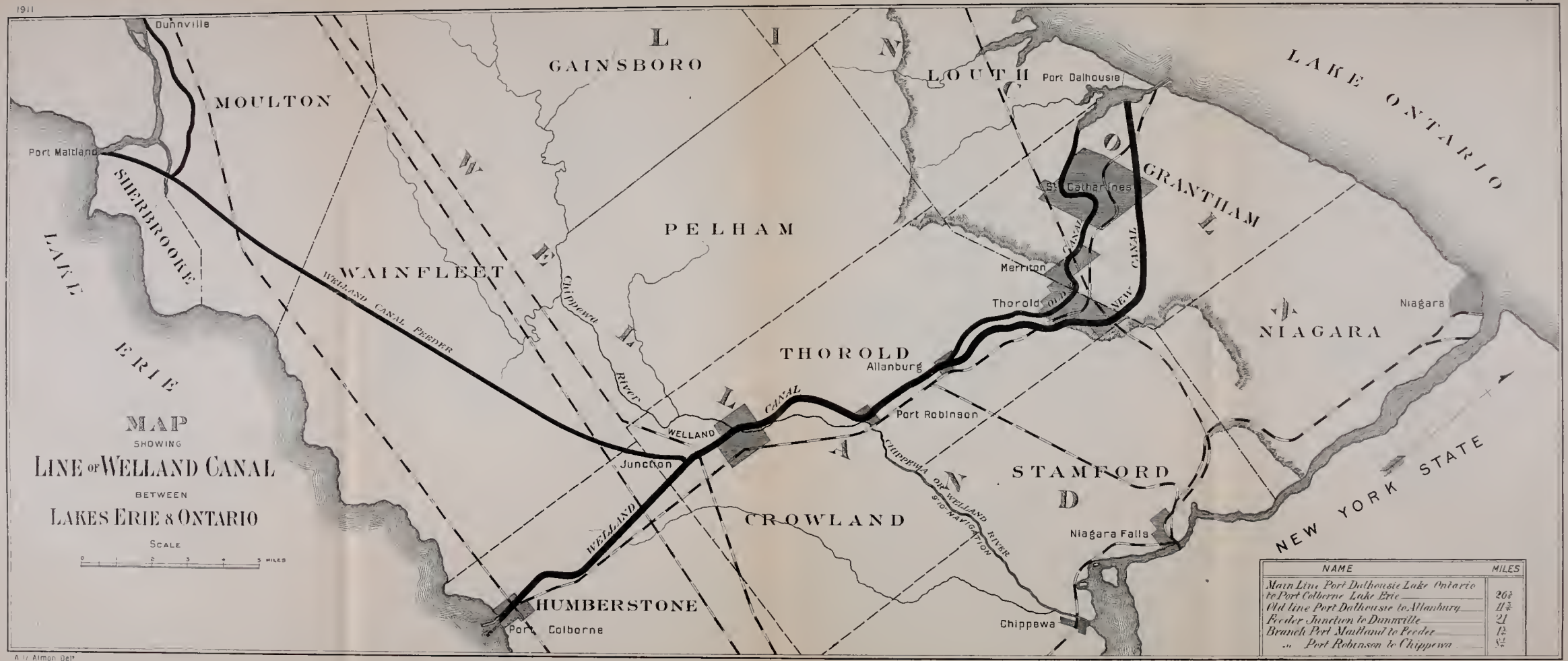
Scale 10 Miles~One Inch

A J Almon Del.

TORONTO PUBLIC LIBRARY
REFERENCE

MAP No. 7

SIMCOE
ONTARIO
PETERBOROUGH
HASTINGS
ADDINGTON
LENNOX
NORTHUMBERLAND
DURHAM
YORK
PRINCE EDWARD
LAKE SIMCOE
LAKE ONTARIO
Georgian Bay
Severn River
Orillia
Couchiching
Lake
Narrows
Gamebridge
Kirkfield
5 LOCKS & DAMS
Tribal River
HYD. LIFT LOCK No 2
Balsam Lake
Rosedale
LOCK & DAM
2 LOCKS & DAM
Fenelon Falls
Babcaygeon
Sturgeon Lake
1 LOCK & DAMS
Jackson Lake
Buckhorn
1 LOCK & DAM
Youngs Pt
Lovesick Lake
LOCK & 3 DAMS
Burleigh Falls
2 LOCKS 2 DAMS
Deer Lake
DAM
DAM
Lakefield
5 LOCKS & DAMS
DAM
Lindsay
LOCK Ontario Gov.
Peterborough
HYD LIFT LOCK No1
LOCK & DAM
1 LOCK & DAM
Otonabee R
Rice Lake
Trent River
Healey Falls
DAM
2 LOCKS
3 LOCKS & DAMS
Campbellford
1 LOCK & DAM
2 LOCKS & DAM
1 LOCK & DAM
2 LOCKS & DAM
Hastings
LOCK & DAM
Chisholms Rapids
1 LOCK & DAM
Frankford
3 LOCKS & DAMS
Belleville
2 LOCKS & DAMS
Trenton
Bay of Quinte
MURRAY CANAL
Brighton
Barrie
Kempenfelt Bay
Cooks Bay
Bradford
Holland Ldg
Newmarket
Aurora
Whitby
Oshawa
Bowmanville
Port Hope
Cobourg
Constructed
Under Contract
Survey.
MAP
SHOWING
TRENT NAVIGATION AND MURRAY CANAL
Scale 10 Miles = Inch
MURRAY CANAL length 5¾ Miles.


Dunnville
MOULTON
GAINSBORO
LOUTH
Port Dalhousie
LAKE ONTARIO
Port Maitland
SHERBROOKE
WAINFLEET
PELHAM
GRANTHAM
St Catharines
Merriton
Thorold
Niagara
NIAGARA
LAKE ERIE
Welland Canal Feeder
Chippewa River
THOROLD
Allanburg
Port Robinson
WELLAND
Junction
CROWLAND
STAMFORD
Niagara Falls
NEW YORK STATE
Chippewa
HUMBERSTONE
Port Colborne
MAP
SHOWING
LINE OF WELLAND CANAL
BETWEEN
LAKES ERIE & ONTARIO
SCALE
0 1 2 3 4 5 MILES
NAME
MILES
Main Line Port Dalhousie Lake Ontario to Port Colborne Lake Erie 26¾
Old line Port Dalhousie to Allanburg 11¾
Feeder Junction to Dunnville 21
Branch Port Maitland to Feeder 12
" Port Robinson to Chippewa 1¼

MAP No. 9

TORONTO PUBLIC LIBRARY
REFERENCE

DOMINION OF CANADA
MAP
SHOWING
CANADIAN SHIP CANAL
ALSO
ST. MARY'S FALLS CANAL MICH, U.S.A
SCALE OF FEET
500 0 500 1000 1500 2000 2500
O N T
SAULT STE MARIE
Dennett Creek
WILSON AVENUE
A. C. Ry
STEEL PLANT
ALGOMA CENTRAL RAILWAY
CANADIAN PACIFIC RAILWAY
CATHCART STREET
MURRAY STREET
QUEEN STREET
DUNDAS STREET
Range Light
Wilsons Point
Davignon Point
POWER CANAL
Canal Boundary Line
NORTH DOCK
SOUTH DOCK
Swing Bridge
Movable Dam
CANADIAN SHIP CANAL
Boundary between Canada & Power Canal
Old Aqueduct
Beacon
Range Light
WHITEFISH ISLAND
MOOSES ISLAND
INTERNATIONAL BRIDGE
ST. MARY'S RAPIDS
ST. MARY'S FALLS CANAL
Swing Bridge
Movable Dam
ST. MARY'S RIVER
STATE OF MICHIGAN U.S.A.
Moores Point
To Lake Superior
CANADIAN SHIP CANAL
Length of canal between the extreme ends of the entrance piers 7067 ft
Number of locks 1
Dimensions of lock 900 ft by 60 ft
Depth of water on sills (at lowest known water level) 20 ft 3 ins
Total rise or lockage 18 ft
Breadth of canal at bottom 141 ft 8 ins.
Breadth at surface of water 150 ft

Bodl. 11. 1821.

MAP
SHOWING RAILWAYS
IN THE NORTHERN PARTS OF
BRITISH COLUMBIA
AND
ALBERTA
Scale of Miles
EXPLANATION
Canadian Pacific System
Canadian Northern System
Grand Trunk Pacific System
Other Railways
G T P Ry Under construction
BRITISH COLUMBIA
ALBERTA
PACIFIC OCEAN
DIXON ENTRANCE
HECATE STRAIT
QUEEN CHARLOTTE ISLANDS
PRINCE OF WALES I
PRINCE RUPERT
GRAHAM I
MORESBY I
KUNGHIT I
KING ISLAND
PRINCESS ROYAL I
PITT ISLAND
DOUGLAS CHANNEL
GRENVILLE CHANNEL
PORTLAND CANAL
OBSERVATORY INLET
Dease L
Thutade L
Finlay River
Ft Graham
Ft Connelly
Omineca River
Parsnip River
Peace River
Ft St John
Hudsons Hope
Dunvegan
Pine Pass
Pine River
Bear L
Sturgeon R
Smoky River
Wapiti R
Peace R Ldg
Ft McMurray
Athabaska River
Athabaska Ldg
Lesser Slave Lake
Lac la Biche
Missions
Edmonton
Strathcona
Calgary
Red Deer
Medicine Lodge
Jasper Park
Jasper House
Yellowhead Pass
Moose L
Fraser River
Nechako River
Ft George
Ft Fraser
Ft St James
Stuart Lake
Francois Lake
Fraser L
Babine L
Takla L
Trembleur L
Nation R
Stuart R
Bulkley R
Bulkley House
Hazelton
Kuldo
Skeena River
Kitwanga
Kitwanga River
New Hagwilgate
Hagwilgate
Babine Lake
Burns Lake
Ft Babine
Ft Connelly
Ft Grahame
Ft McLeod
Carp L
Summit L
Willow River
Bear L
Chilako R
Blackwater
Blackwater River
Quesnel
Quesnel Forks
Quesnel R
Cottonwood R
Spectacle L
Stanley
Barkerville
Alexandria
Chilcotin R
Nazko R
Stuart L
Beaver L
Isaac L
Mitchell L
Moose L
Fraser River
Yellowhead Pass
Brazeau River
Athabaska River
Pembina River
Sturgeon River
Sakatchewan River
Saskatchewan River
Smoky River
Wapiti River
Peace River
Pine River
Parsnip River
Finlay River
Omineca River
Skeena River
Nation River
Bulkley River
Kitwanga River
Babine Lake
Stuart Lake
Fraser River
Nechako River
Quesnel River
Chilako River
Blackwater River
Willow

MAP No. 11

TORONTO PUBLIC LIBRARY
REFERENCE.

A. U. Allman Del.

NUAL REPORT

OF THE

f Railways and Canals for 1911.

---

ccompany Deputy Minister's Report

northern parts of British Columbia and Alberta.
outhern parts of British Columbia and Alberta.
itoba and part of Saskatchewan.
of Ontario and Manitoba.
of Ontario and Quebec.
Scotia, New Brunswick, Prince Edward Island and parts of

Canal, and also St. Mary's Falls Canal, Mich., U.S.A.
Canal between Lake Erie and Ontario.
and Murray Canal.
Ottawa, Rideau and Richelieu Canals.

TORONTO PUBLIC LIBRARIES
TORONTO • CANADA

ANNUAL REPORT

OF THE

Department of Railways and Canals for 1911.

Maps to accompany Deputy Minister's Report

1. General map of the Dominion.
2. Map showing Railways in the northern parts of British Columbia and Alberta.
3. Map showing Railways in the southern parts of British Columbia and Alberta.
4. Map showing Railways in Manitoba and part of Saskatchewan.
5. Map showing Railways in parts of Ontario and Manitoba.
6. Map showing Railways in parts of Ontario and Quebec.
7. Map showing Railways in Nova Scotia, New Brunswick, Prince Edward Island and parts of Quebec.
8. Map showing Sault Ste. Marie Canal, and also St. Mary's Falls Canal, Mich., U.S.A.
9. Map showing Line of Welland Canal between Lake Erie and Ontario.
10. Map showing Trent Navigation and Murray Canal.
11. Map showing the St. Lawrence, Ottawa, Rideau and Richelieu Canals.

1912 Vol. 13.

TORONTO PUBLIC LIBRARIES
TORONTO • CANADA

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1912

No. 20*a*—1912]

To Field Marshal His Royal Highness PRINCE ARTHUR WILLIAM PATRICK ALBERT, *Duke of Connaught and of Strathearn; Earl of Sussex, in the Peerage of the United Kingdom; Prince of the United Kingdom of Great Britain and Ireland; Duke of Saxony; Prince of Saxe-Cobourg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of St. Patrick; One of His Majesty's Most Honourable Privy Council; First and Principal Knight Grand Cross and Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.*

MAY IT PLEASE YOUR ROYAL HIGHNESS,—

The undersigned has the honour to present to Your Royal Highness Canal Statistics, for the year ended December 31, 1911.

F. COCHRANE,
Minister of Railways and Canals.

To the Honorable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1911.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, February 15, 1912.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and canals.

SIR,—I have the honour to submit to you herewith Canal Statistics for the year ended December 31, 1911.

The aggregate volume of freight moved through all the canals amounted to 38,030,353 tons, which was a decrease of 4,960,255 tons as compared with the year 1910. This decrease is more than accounted for by the decline in traffic at Sault Ste. Marie, applicable almost wholly to American ore. An increase of 211,339 tons through the Welland canal, and of 344,956 tons through the St. Lawrence canals, would point to satisfactory growth as far as strictly Canadian business was concerned.

The freight traffic of 1911 was distributed among the various canals of the Dominion as follows.

—	Tons.	Increase.	Decrease.
Sault Ste. Marie	30,951,709		5,443,978
Welland	2,537,629	211,339	
St. Lawrence	3,105,708	344,956	
Chambly	599,829		69,470
St. Peter's	75,298		10,653
Murray	163,457		14,484
Ottawa	320,071		65,190
Rideau	172,227	37,346	
Trent	57,290	11,027	
St. Andrew's	47,135	38,852	
Total	38,030,353	643,520	5,603,775

The development of business through the canals of Canada during the past decade is shown in the following statement:

1902	7,513,197	Tons.
1903	9,203,817	"
1904	8,256,236	"
1905	9,371,744	"
1906	10,523,185	"
1907	20,543,639	"
1908	17,502,820	"
1909	33,720,748	"
1910	42,990,608	"
1911	38,030,353	"

It will be observed that the expansion for the ten year period between 1902 and 1911 was equal to 406 per cent.

The following comparative statement of traffic will show on what canals the growth has taken place during the past four years:

—	1908.	1909.	1910	1911.
Sault Ste. Marie	12,759,216	27,861,245	36,395,687	30,951,709
Welland	1,703,453	2,025,951	2,326,290	2,537,629
St. Lawrence	2,009,102	2,410,629	2,760,752	3,105,708
Chambly	503,276	752,117	669,299	599,829
St. Peter's	72,015	79,850	85,951	75,298
Murray	25,901	102,291	177,941	163,457
Ottawa	258,527	336,939	385,261	320,071
Rideau	89,640	91,774	134,881	172,227
Trent	81,690	59,952	46,263	57,290
St. Andrew's	.....	.....	8,283	47,135

Details of traffic, showing the tonnage of commodities, will be found in tables constituting the body of this report. Comparing the years 1910 and 1911, following was the tonnage by classes and canals:—

Canals.	Vegetable Products.	Animal Products.	Manufactures.	Produce of Forest.	Produce of Mines.	Total.
1910.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	2,530,396	304,729	862,526	100,613	32,597,423	36,395,687
Welland	982,346	60,880	516,333	154,737	611,994	2,326,290
St. Lawrence	856,611	83,754	497,007	564,328	759,052	2,760,752
Chambly	783	23,288	21,834	496,119	127,275	669,299
St. Peter's	4,603	14,867	7,889	10,124	48,468	85,951
Murray	20	4,544	162,506	3,471	7,400	177,941
Ottawa	723	8,111	72,294	268,199	35,934	385,261
Rideau	1,433	3,576	76,299	40,026	13,547	134,881
Trent	298	765	8,672	35,849	679	46,263
St. Andrew's	1	153	177	7,952	.....	8,283
Total	4,377,214	504,667	2,225,537	1,681,418	34,201,772	42,990,608
1911.						
Sault Ste. Marie	3,219,929	978	854,516	56,853	26,819,433	30,951,709
Welland	1,089,605	574	539,865	250,423	657,162	2,537,629
St. Lawrence	1,003,090	9,943	557,992	551,155	983,528	3,105,708
Chambly	41,903	315	25,370	396,704	135,537	599,829
St. Peter's	16,538	2,153	11,828	7,120	37,659	75,298
Murray	1,109	113	143,399	1,622	17,214	163,457
Ottawa	9,779	2,467	65,452	202,797	39,576	320,071
Rideau	6,084	2,684	114,937	34,350	14,172	172,227
Trent	951	397	12,551	31,342	12,049	57,290
St. Andrew's	82	.....	33,153	13,773	127	47,135
Total	5,389,070	19,624	2,359,063	1,546,139	28,716,457	38,030,353

The rates which each of the foregoing classes bore to the total volume of traffic during the past three years is shown in the following statement :—

—	1909.	1910.	1911.
	Per cent.	Per cent.	Per cent.
Vegetable products	13·0	10·2	14·2
Animal "	1·5	1·2	·1
Manufactures	5·6	5·2	6·2
Produce of forests	4·9	3·9	4·0
Produce of mines	75·0	79·5	75·5

CANADIAN AND UNITED STATES TRAFFIC.

Prior to 1908 the statistical methods in use did not provide for a separation of Canadian and American business passing through the Canals. Since that date a record has been kept of the country of origin, and the facts with respect to the traffic of all the canals of the Dominion are given in the following tabular statement :—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,490,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353

It will be observed that of all the commodities transported through the canals of Canada in 1911, the proportion originating in the United States was 79·5 per cent. In 1910 the proportion was 81·6 per cent. This large difference in favour of the United States is almost wholly accounted for in the volume of ore passed through the canal at Sault Ste Marie.

With regard to vessel tonnage, the proportions in 1911 stood as follows :—Canadian, 33·5 per cent; United States 66·5 per cent.

TRANSPORTATION OF CANADIAN WHEAT.

With the development of the Western Provinces there has been a steady growth in the volume of waterborne wheat. Since 1895 the quantities annually brought down through the canal at Sault Ste Marie are shown in the following table :—

	Bushels.
1895	4,518,334
1896	19,314,234
1897	17,925,834
1898	9,746,600
1899	12,759,634
1900	9,292,034
1901	9,639,534
1902	27,912,500
1903	32,233,934
1904	29,794,100
1905	25,983,100
1906	34,389,300
1907	49,399,967
1908	58,574,034
1909	*48,047,833
1910	51,774,833
1911	63,641,000

*For the first time represents Canadian wheat only. The figures of preceding years include American wheat which passed through the Canadian Canal.

The figures for the years anterior to 1909 include American wheat. It will be observed, however, that the increase in 1911 over 1909, applicable only to Canadian wheat, amounted to 15,593,167 bushels, or 32·4 per cent.

In addition to the 63,641,000 bushels of Canadian wheat which passed through the Canadian canal at Sault Ste. Marie, 1,981,481 bushels of Canadian wheat passed through the United States canal at that point. These figures combined show that the volume of water-borne Canadian wheat in 1911 was 65,622,481 bushels. Account is not taken of the relatively small quantity of wheat which was moved through any of the other canals. It is quite relevant, however, to point out that 183,449 barrels of Canadian flour were carried through the Canadian canal at Sault Ste. Marie in 1911, and 841,733 barrels of Canadian flour through the American canal. Calculating this Canadian flour into wheat, we have an addition of 4,100,728 bushels to the volume already indicated, bringing the total up to 69,723,209 bushels.

Last year, for the first time, a careful study was made of the distribution of Canadian wheat after it had passed through the canal at Sault Ste. Marie, and this year the same analytical methods have been applied to the traffic of 1911. Placing the figures for 1909, 1910 and 1911 side by side, for purposes of easy comparison, the record is as follows :

Canadian Wheat.	1909.	1910.	1911.
	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666
" " " Georgian bay	13,384,400	12,753,200	9,881,234
" " " other Canadian ports	10,149,633	9,603,400	11,880,666
" " " Buffalo	12,841,334	15,693,363	27,945,600
Duluth to Montreal	520,000	315,000	.....
" " Buffalo	528,200	224,500	710,334
" " Georgian bay	28,000	.....	461,500
" " other Canadian ports	79,000	.....	.....
Total	48,047,833	51,774,833	63,641,000
Through American canal	9,117,328	5,321,446	1,981,481
Grand total	57,165,161	57,096,279	65,622,481

It should be explained, perhaps, that the 'other Canadian ports' indicated in the foregoing statement are ports west of Lake Erie, but not on the Georgian bay.

It is quite impracticable to follow the course of the small volume of Canadian wheat which passed through the American canal at Sault Ste. Marie. With respect to that which passed through the Canadian canal, however, the figures work out in the following percentages :—

——	1909.	1910.	1911.
	Per cent.	Per cent.	Per cent.
Fort William to Montreal	21·9	25·5	20·1
" " Georgian bay	27·9	24·6	15·6
" " other Canadian ports	21·1	18·5	18·7
" " Buffalo	26·7	30·3	43·8
Duluth to Canadian ports	1·3	·6	·7
" American "	1·1	·5	1·1

It will be seen that 54·4 per cent of all the Canadian wheat which came down in 1911 through the Canadian canal at Sault Ste. Marie clung exclusively to Canadian

channels. The proportion in 1910 was 68·6 per cent; so that the diversion to American channels was considerably greater in 1911.

Of the 63,641,000 bushels of Canadian wheat which were transported through the Canadian canal at Sault Ste. Marie during the past year, 43·8 per cent went to Buffalo. Wheat is supposed to follow the channel offering the lowest freight rates, other things being equal. In this instance, however, distance and freight rates were substantially in favour of Montreal; and yet other considerations caused nearly half of the wheat which came down last year from the Canadian west to find an outlet to the ocean through the port of Buffalo.

The course of the wheat trade during the month of November, 1911, may be taken as illustrating the situation. In that month 18,021,300 bushels of Canadian wheat were passed through the Canadian canal at Sault Ste. Marie, or nearly one-third of the total volume for the year. The all-water freight rate from Fort William to Montreal in November was 4½ cents per bushel. The water rate from Fort William to Buffalo was 3½ cents per bushel, plus 5½ cents by rail from Buffalo to New York. Montreal and New York are the essential points of comparison. Thus in November the freight rate from Fort William to Montreal was 4½ cents, as compared with 9 cents to New York. This would seem to establish a controlling advantage in favour of Montreal, and, other things being equal, it would be; yet in that month 48·3 per cent of all the Canadian wheat which came down from the west, including that which passed through the American canal, went out by way of Buffalo-New York.

Careful inquiries were made as to the conditions which operated in November last, and which in some degree operate in all seasons, as a countervail to the lake freight rates in favour of Montreal. They were ascertained to be: First, availability of ocean tonnage at New York; second, lower ocean rates between New York and foreign ports; and third, lower ocean insurance rates from New York. These factors were obviously sufficient to divert, in November last, nearly half of all the Canadian wheat from the west into American channels.

November is the rush month in the wheat trade. Market considerations may, under such circumstances, rise above the immediate question of rates. Delivery at a foreign port within a specified time may depend upon the choice of the dearest available channel, rather than the cheapest, and it is probable that this very situation caused the diversion of millions of bushels from the port of Montreal in 1911. Under such conditions, mere uncertainty as to ocean tonnage may turn the scale.

Marine insurance rates remained unchanged during the year. In November they ran from 65 cents to $1.10 per $100 from Montreal, as compared with 12½ to 15 cents from New York.

FREIGHT RATES BY WATER.

This department has very frequently been asked the question: What are the transportation rates per ton per mile on the canals of Canada? It has always been impossible to give an answer. The information upon which to base an accurate calculation, so as to make, for example, a comparison between freight rates by water and freight rates by rail, has never been available. Carriers by water have not at any time been asked to disclose their freight charges. There is no good reason, however, why they should not be. Such carriers enjoy rather extraordinary privileges, and the whole question of transportation rates by land and water is manifestly of deep public interest. Railway corporations are required by law to give an exceedingly analytical statement of their operations, and carriers by water should at least be asked to give such information as will enable the important question of freight rates to be definitely determined. Acting upon your instructions, I propose to inaugurate for the season of 1912 such changes in our statistical methods as will fully and definitely ascertain the freight charges per ton per mile by vessels operating on the inland waters of the Dominion.

Meanwhile, careful study has been given to the data in hand in order to estimate the rate per ton per mile charged by carriers using the canals of Canada. For this

purpose three factors are required: First, the number of tons moved; second, the length of the haul in miles: and third, the freight charges. Not one of them is definitely available at present. It is not known, for example, how many tons were transported through the canals. It is accurately known how many tons passed through each particular canal; but it has been found impracticable under the system which has long been in vogue to prevent some measure of duplication in making up the total. Under the methods to be adopted hereafter the tonnage will be absolutely accurate. The length of the haul in each instance has not been made a matter of record up to this moment. That will be corrected hereafter. The schedules in use have not taken cognizance of freight rates, and that, too, will be taken care of in the plan to be given effect in 1912.

In this situation, it has been found necessary to select one of the gateways of our inland water system, and apply certain tests to the traffic flowing through it. The Welland canal was chosen. All through business between the lower and upper lakes, moving up or down, must pass that point. Here, then, we have our first factor—the volume of traffic. The total number of tons which passed through the Welland canal during the calendar year 1912 was 2,537,629. Of this aggregate, 842,919 tons were moved up, or westward; while 1,694,710 tons were moved down, or eastward. The relative proportions were 34 per cent and 66 per cent respectively. It is assumed that all the business which passed through the Welland canal was moved the whole distance between Montreal and Fort William—1,223 miles—or vice versa. This gives us our second factor—the length of the haul.

In an effort to ascertain the freight charges which prevailed in 1911, it was found that the rate on only one commodity, wheat, was definitely known. That rate is put down at $1.50 per ton for carriage between Fort William and Montreal. It is probably the lowest rate at which any commodity is carried through the canals. Now, the total volume of wheat transported through the Welland canal in 1911 was 562,282 tons, or a little over 22 per cent of the total volume of traffic. On reference to the table relating to the Welland canal, it will be observed, for example, that among the 32 commodities moved, there were 187,411 tons of general merchandise, on which a rate two or three times as high as $1.50 per ton was probably charged. Having regard to the whole list, it is thought fair to assume, for the purposes of this estimate, that an average rate of at least $2 per ton was levied. This is probably a low figure, in view of the fact that the average rate on the Erie canal in the last year for which information was obtainable, was equal to $2.45 per ton for the distance between Fort William and Montreal; and the Erie canal is a barge canal, which provides the cheapest known form of transportation by water. This, then, gives us our third factor—the freight charge.

It will be seen that 2,537,629 tons carried 1,223 miles, would be equal to 3,103,520,267 tons carried one mile. The freight bill on 2,537,629 tons, at $2 per ton, would be $5,075,258. Dividing the ton miles into the freight earnings, we have the quotient of ·163 cent per ton per mile. The rail rate from Fort William to Montreal on wheat is $4 per ton, or ·421 cent per mile, so that the water rate is, by comparison, quite low. But in comparing the rail and water rate between those two points, it must be remembered that the railway has to maintain its right-of-way, pay interest on capital invested, and meet all incidental operating expenses. In the case of transportation by water, Government keeps up the right of way, pays the cost of operating the canals, and makes no charge of any kind to the vessel owner or shipper, The question at once suggested is: What is the contribution of Government toward the reduction of the freight rate by water?

To answer this question, the first item to be taken into account is interest on capital invested, Without going into details, let it be said that Government has expended $80,000,000 in constructing the canals between Fort William and Montreal, and in providing otherwise for the navigation of that chain of waterways. In this sum of $80,000,000 is not included the very considerable cost of harbours and lighthouses. It represents practically the direct cost of the canal system by itself. The interest charges on that capital outlay, at 3½ per cent, would amount to $2,800,000 per annum. This would be equal to a contribution of ·090 per ton per mile on account of interest on

capital. To this must be added the expenditure for maintenance and operation, which represents an average of $1,400,000 per annum. The contribution of Government on that account is equal to ·045 per ton per mile. The account would thus stand, per ton per mile, as follows:—

Freight charges	·163 cent.
Government contribution, interest	·090 "
" " maintenance, &c	·045 "
Total	·298 cent.

I am quite confident that when all the facts are positively ascertained for the current year, 1912, it will be found that the foregoing estimate is quite too low. It is below the results on the Erie Canal, in the State of New York, and not more than about one third of the rate per ton per mile charged by the canals of Europe. However that may be, it will be observed that the contribution of Government in 1911 was equal to 135 cent per ton per mile, or 83 per cent of the freight rate charged by vessel owners.

There is still another important and vital aspect of this matter. Of the 2,537,629 tons of freight which passed through the Welland Canal in 1911, only 1,296,480 tons, or 51 per cent of the whole, consisted of Canadian products. The remaining 49 per cent was composed of commodities of the United States, most of which passed from an American port to an American port. This would not in any way affect the freight rate; but it may be worth while to show what was the contribution of Government toward the transportation of exclusively Canadian business through the canals between Fort William and Montreal in 1911. The number of tons carried one mile in that case would be 1,585,595,040. Without going into the details of the calculation, as was done in a preceding paragraph, let it be said that on Canadian traffic only the account per ton per mile would stand as follows:—

Freight charges	·163 cent.
Government contribution, interest	·177 "
" " maintenance, &c	·088 "
Total	·428 cent.

It will be seen that the Government contribution amounted to ·265 cent per ton per mile, as compared with ·163 charged by the vessel owners. Of course, as has been said, the actual freight rate is probably higher than ·163 per ton mile. Be that as it may, the calculation which has been made shows the probable freight rate by water, between Fort William and Montreal, to be slightly higher than the actual rate by rail between those points.

GENERAL STATISTICS.

Detailed information by canals, relating to both tonnage and commodities, will be found in tables constituting the body of this report.

The following digests of statistical data will be found helpful and instructive:—

STATEMENT of total Freight passed through the Canals for the following years.

YEARS.	FROM CANADIAN TO CADADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3 113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2 913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,010	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,112	4,369,314	108,787	968,203	1,322,216	7,238,751	8,560,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225.924
1900	312,201	1,632,915	270,033	81,714	568,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,686,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,061,480	308,212	312,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,560	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	276,578	699.784	2,778,903	483,795	851,053	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060.878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028 246	3,292,422	560,736	278,721	1,701,310	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,385,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1911	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353

* Sault Ste. Marie canal opened in August, 1895.

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years :—

CANADIAN VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887.....	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888.....	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889.....	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890.....	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891.....	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892.....	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	291,374	1,710,510	1,691,455	3,401,965	21,177
1893.....	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894.....	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895.....	1,258,848	1,165,683	253,693	13,383	.....	.....	5,899	285,553	1,518,440	1,464,619	2,983,059	17,136
1896.....	1,547,757	1,420,342	200,292	5,234	157	....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897.....	1,629,192	1,482,951	215,785	11,378	....	....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898.....	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899.....	1,865,643	1,774,789	242,817	32,456	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,575
1900.....	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901.....	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902.....	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903.....	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904.....	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905.....	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,005	2,646,091	2,545,100	5,191,191	23,726
1906.....	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907.....	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,816	6,328,911	28,833
1908.....	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,010
1909.....	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910.....	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,587,975	4,343,815	8,931,790	25,337
1911.....	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585

STATEMENT of the Tonnage of Canadian and United States Vessels for the following years:—

UNITED STATES VESSELS.

YEARS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.	Number of Vessels.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887.....	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,849	251,645	315,035	566,680	3,883
1888.....	14,304	26,801	42,425	50,047	177,714	156,095	49,778	114,613	284,221	347,556	631 777	3,921
1889.....	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830 648	4,542
1890.....	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891.....	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892.....	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893.....	10,752	34,303	214,047	33,741	351,991	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894.....	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895.....	8,838	24,768	138,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,126	4,650
1897.....	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898.....	12,142	9,541	233,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899.....	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900.....	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901.....	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902.....	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,133
1903.....	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904.....	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905.....	19,743	19,444	364,985	81,876	2,350,494	1,701,704	101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906.....	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907.....	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908.....	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909.....	263,592	109,407	442,176	200,202	4,178,378	10,429,314	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910.....	119,222	50,498	428,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911. ...	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal:—

Years.	Canadian Vessels.		U. S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages.	Days Open.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian.	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626			595,837	699	87	Canal first operated Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156			4,577,399	3,042	218	
1897	1,909	495,546	2,359	3,391,936	4,268	3,797,482			4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630			3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009			3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	3,081	2,194,748			2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748			2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302			4,729,268	3,118	264	
1903	2,711	1,615,939	1,640	3,146,807	4,351	4,762,746			5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705			5,030,705	3,022	241	
1905	3,970	1,803,288	1,692	3,734,349	5,662	5,537,637			5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124			6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	6,349	12,115,969			15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,494	5,228	20,187,704	7,972	23,361,198	3,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	

CAPITAL EXPENDITURE.

The statement following brings the capital expenditure on the canals of the Dominion down to March 31, 1911. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by the fire of the Ordnance Office, Montreal, in 1852. The details are as follows :—

Canal.	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,214 66	63,786 47	701,001 13
Cornwall	1,945,624 73	5,289,142 41	7,234,767 14
Culbute	382,776 46		382,776 46
Lachine	2,589,532 85	10,039,277 20	12,628,810 05
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,085,889 21		4,085,889 21
Sault Ste. Marie	4,923,329 97		4,923,329 97
Soulanges	7,228,835 30		7,228,835 30
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65		121,537 65
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	9,555,950 41		9,555,950 41
Welland	7,693,824 03	21,049,468 96	28,743,292 99
Williamsburg — Farran's Point		877,090 57	10,485,611 69
Williamsburg — Galops		6,118,927 32	
Williamsburg — Rapide Plat		2,158,242 00	
Williamsburg — Williamsburg	1,320,655 54	10,696 26	
Total	44,724,907 15	54,586,983 01	99,311,890 16

The cost of maintenance during the fiscal year 1911 was $1,526,503.56.

I have the honour to be, sir,
Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1911

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty years is as follows :—

	Quantity passed down to Montreal.	To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	16,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	351,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	404,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655

During the last decade the quantity of agricultural products as above, passed down the Welland and St. Lawrence canals to Montreal, has increased from 208,215 tons in 1902 to 836,924 tons in 1911, and the quantity passed down the Welland canal from United States ports to United States, has increased from 81,164 to 121,655 tons the same years.

The quantity of barley, buckwheat, corn, oats, pease, rye and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific Railways for a period of 14 years, is reported as follows:—

Year.	Tons.
1898	293,391
1899	209,170
1900	229,624
1901	227,700
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,963
1907	383,735
1908	285,262
1909	426,163
1910	.....
1911	241,134

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was:—

Year.	Tons.
1898	575,097
1899	372,291
1900	295,928
1901	203,316
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924

Comparative shipments of grain by the St. Lawrence route, and railways, are as follows:—

QUANTITY OF GRAIN TO SEA BOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence canal to Montreal, is as follows:—

	Tons.
For 1910	789,661
1911	836,924
Showing an increase of	47,263

The quantity of grain and pease carried to Montreal via Canadian Pacific and Grand Trunk Railways is reported as follows:—

For 1910	275,596
1911	241,134
Showing a decrease of	34,462

SESSIONAL PAPER No. 20a

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Candian vessels there were in:

	Tons.
1897, 180 cargoes, with an aggregate quantity of	229,265
1898, 166 " "	224,021
1899, 162 " "	221,306
1900, 325 " "	183,200
1901, 112 " "	132,558
1902, 131 " "	175,514
1903, 179 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	727,223

In the United States vessels there were in :—

	Tons.
1897, 197 cargoes, with an aggregate quantity of	285,847
1898, 339 " "	464,852
1899, 167 " "	205,571
1900, 259 " "	163,575
1901, 135 " "	123,229
1902, 135 " "	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901, 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905, 2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 924 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	39,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1911 was 2,537,629 tons; of this quantity 27,898 tons was way or local freight.

There were 1,694,710 tons of freight passed eastward, and 842,919 passed westward.

East and West bound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1911 was 2,509,731.

Of this quantity 1,682,531 tons were east bound and 827,200 west bound freight.

Of the east bound through freight, Canadian vessels carried 1,206,583 tons and United States vessels carried 475,948 tons; and of the west bound through freight Canadian vessels carried 397,739 tons and United States vessels carried 429,461 tons, or a total of 1,604,322 tons for Canadian and 905,409 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1911 was 3,105,708 tons; of this quantity 2,146,748 tons passed eastward and 958,960 passed westward.

East and West bound Through Freight.

The total quantity of through freight was 2,326,729 tons; of this quantity 1,792,446 tons were east bound and 534,283 tons were west bound.

Way Freight.

Of the total quantity of (way) or local freight 354,302 were east bound and 424,677 tons west bound freight.

SESSIONAL PAPER No. 20a

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freights passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows :—

Year.	Eastward, to Montreal.	Westward, from Montreal.
	Tons.	Tons.
1897	584,246	4,542
1898	538,108	4,436
1899	354,933	5,991
1900	288,251	6,217
1901	184,420	13,714
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,291,973	233,335

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows :—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1897	353,863	210,831	564,694
1898	277,023	210,516	487,539
1899	225,491	135,038	360,529
1900	218,969	99,560	318,529
1901	190,476	83,543	274,019
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 144 tons as compared with the previous year ; and a decrease of 79,339 tons as compared with 1897.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the years 1867 to 1911 inclusive.

Fiscal Year.	Aggregate number of Trips.	Total quantity transported on the Welland canal.	Quantity passed from United States ports to United States ports.
	No.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	533,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1911 is as follows:

—	Farm Stock.	Forest Produce of Wood.	Manufactures.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	978	56,853	854,516	26,819,433	3,219,929	30,951,709
Welland	574	250,423	539,865	657,162	1,089,605	2,537,629
St. Lawrence	9,943	551,155	557,992	983,528	1,003,090	3,105,708
Chambly	315	396,704	25,370	135,537	41,903	599,829
St Peter's	2,153	7,120	11,828	37,659	16,538	75,298
Murray	113	1,622	143,399	17,214	1,109	163,457
Ottawa	2,467	202,797	65,452	39,576	9,779	320,071
Rideau	2,684	34,350	114,937	14,172	6,084	172,227
Trent	397	31,342	12,551	12,049	951	57,290
St. Andrew's	....	13,773	33,153	127	82	47,135

The total quantity of freight moved on the Welland canal was 2,537,629 tons, of which 1,089,605 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,105,708 tons, of which 1,003,090 were agricultural products, and 557,992 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 320,071 tons; of this quantity 202,797 tons were the produce of the forest.

COMPARATIVE STATEMENT of the Commerce through the United States, St. Mary's Falls canals and the Canadian Sault Ste. Marie canal; for the Seasons of 1910 and 1911.

	Traffic for 1911		Total traffic for		Increase.	Decrease.
	United States canal.	Canadian canal.	Season of 1911.	Season of 1910	Amount.	Amount.
Vessels.....number	11,870	6,802	18,672	20,899	.....	2,227
Lockages..... "	8,064	5,229	13,293	14,569	.....	1,276
Tonnage, registered....net tons	22,321,519	19,361,220	41,682,739	49,868,184	.....	8,185,445
" freight..... "	22,523,551	30,951,709	53,475,260	62,323,348	.....	8,848,088
Passengers.....number	40,245	39,044	79,289	66,827	12,462	.....
Coal, hard.....net tons	1,613,347	433,859	2,047,206	1,710,741	336,465	.....
" soft ..... "	9,555,380	3,673,094	13,228,474	11,827,429	1,401,045	.....
Flour.....barrels	4,754,433	2,518,000	7,272,433	7,688,016	.....	415,583
Wheat.....bushels	17,188,795	80,038,100	97,226,895	85,902,249	11,324,646	.....
Grain (excluding wheat).. "	12,609,941	25,104,883	37,714,824	38,801,037	.....	1,086,213
Manufactured and pig iron.....net tons	194,907	204,914	399,821	485,668	.....	85,847
Salt.....barrels	525,180	95,851	621,031	528,610	92,421	.....
Copper..... net tons	115,970	16,556	132,526	157,244	.....	24,718
Iron ore..... "	8,067,511	22,669,789	30,737,300	41,516,314	.....	10,779,014
Lumber.....ft. B.M.	441,201,153	24,729,272	465,930,425	603,253,650	.....	137,323,225
Silver ore..... net tons	.....	.....	.....	.....	.....	.....
Building stone..... "	2,100	.....	2,100	9,355	.....	7,255
Unclassified freight..... "	856,159	774,961	1,631,120	1,488,440	142,680	.....

The United States canal was open to navigation during the season of—

1889	234 days	1901	230 days
1890	228 "	1902	256 "
1891	225 "	1903	249 "
1892	233 "	1904	223 "
1893	219 "	1905	245 "
1894	234 "	1906	249 "
1895	231 "	1907	233 "
1896	232 "	1908	231 "
1897	234 "	1909	236 "
1898	241 "	1910	224 "
1899	231 "	1911	237 "
1900	238 "		

The Canadian canal was open to navigation during the season of —

1895	87 days	1904	241 days
1896	218 "	1905	255 "
1897	238 "	1906	253 "
1898	243 "	1907	238 "
1899	239 "	1908	235 "
1900	238 "	1909	240 "
1901	246 "	1910	248 "
1902	264 "	1911	236 "
1903	256 "		

The average number of vessels passing per day through the two canals for the season of 1911 was seventy-nine.

A TABLE showing the total tonnage of the undermentioned articles moved Up and Down

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	65,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,469
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,756	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582	.....	13,184
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911	57,061	562,282	273,932	15,029	163,333	112	11,360

* Fiscal. † Apples, meals of all kinds, pease, potatoes.

through the Welland canal, during a period of forty-one years, ended December 31, 1911.

Total.	Heavy Goods.						
	Railway Iron.	Other Iron.	Sugar and Salt.	Iron and Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	... .	243,690
591,409	....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	... .	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	... .	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,559	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	... .	316,921	18,004	371,080
898,401	.....	87,025	... .	.. ..	377,681	33,301	498,007
1,034,582	....	57,581	.....	.....	577,491	34,311	669,383
1,083,109	.....	126,956	35,888	....	619,682	37,480	820,006

B.—TABLE showing the Total Way and Through Tonnage of the undermentioned Articles cleared downward on the Welland canal during a series of forty-one years, ended December 31, 1911.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,756	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702

* Fiscal. † Apples, meal all kinds, peas, potatoes.

C.—Table showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-one years, ended December 31, 1911.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	311	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,790	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	17,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

* Apples, meal of all kinds, peas, potatoes.

C.—Table showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-one years, ended December 31, 1911 —*Concluded.*

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,682	15,139	108,917	11,433	6,112	4,174	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,961	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,240	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	1,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,148	2,070	2	21,303	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,571	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491

* Apples, meal all kinds, pease, potatoes.

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed DOWN the Welland canal in Canadian and United States Vessels entering the canal at Port Colborne, during the season of Navigation in 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910 and 1911.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	216	114,885	109	67,475	168	182,444	71	30,309	564	395,113
1900.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	67,694		43,157		23,066		2,130		136,047	
Corn	39,597		31,248		78,701		13,963		163,509	
Barley					2,402		1,047		3,449	
Oats					39,706		407		40,113	
Pease	115				4				119	
Rye	1,389				2,149				3,538	
Coal	723		637		433		559		2,352	
Miscellaneous merchandise	53,649		31,536		43,344		3,564		132,093	
Shingles, woodenware, &c	1,078								1,078	
Sawed lumber.....Ft. B.M.	6,847,279		5,344,258		14,984,483		18,770,405		45,946,425	
Square timber.....Cub. ft.	439,827		355,951		11,583		198,420		1,005,781	
Firewood.....Cords.	126		255						381	
Staves .....No.	1,000								1,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	197	103,802	114	59,022	163	182,497	48	22,319	522	367,640
1901.	Tons.		Tons.		Tons.		Tons		Tons.	
Wheat	57,641		58,973		31,955		1,241		149,810	
Corn	7,350		4,689		55,717				67,756	
Barley					7,119				7,119	
Oats	944				27,197				28,141	
Pease										
Rye	2,961								2,961	
Coal	1,960		362		357				2,679	
Miscellaneous merchandise	71,300		32,312		12,874		7,469		123,955	
Shingles, woodenware, &c	18								18	
Sawed lumber.....Ft. B.M.	6,533,423		4,060,251		11,089,806		13,092,940		34,776,420	
Square timber.....Cub. ft	362,441		204,682		9,384		149,531		726,038	
Firewood.....Cords.	165		264						429	
Staves.....No.										
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	196	90,791	122	73,958	191	201,339	52	22,097	561	388,185
1902.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	82,954		85,973		52,889				221,816	
Corn	148		1,388		66,111				67,647	
Barley					7,418				7,418	
Oats	1,200		43		9,963				11,206	
Pease										
Rye	3,808				271				4,079	
Coal	3,977		25,732		13,497		8,332		51,538	
Miscellaneous merchandise	33,111		8,723		38,351		1,594		81,779	
Shingles, woodenware, &c	47		28		4				79	
Sawed lumber.....Ft. B.M.	13,218,960		3,256,187		25,437,287		19,540,426		61,452,860	
Square timber.....Cub. ft.	370,718		557,689				115,000		1,043,407	
Firewood.....Cords	56		40						96	
Staves.....No.			14,000						14,000	

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	329	151,850	76	45,918	243	252,094	69	27,854	627	477,716
1903	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		149,378		38,473		60,514		6,305		254,670
Corn		21,356		4,682		174,588		10,132		210,758
Barley		2,580		667		11,409				14,656
Oats		306		1,335		6,112				7,753
Pease		63				22				85
Rye						4,904				4,904
Coal		389		12,991		8,133		8,496		30,009
Miscellaneous merchandise		39,563		3,367		41,584		2,000		86,514
Shingles, woodenware, &c				54						54
Sawed lumber.....Ft. B.M.		12,841,552		1,625,855		17,871,652		14,733,677		47,072,736
Square timber.....Cub. ft.		572,000		660,000				84,200		1,316,200
Firewood .....Cords.				210		9				219
Staves.....No.				641,000						641,000
	No.	Tonnage	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	228	157,539	55	39,375	205	187,748	42	15,918	530	400,580
1904.	Tons.		Tons.		Tons.		Tons.		Tons.	
		116,794		33,302		14,269				164,365
Wheat		12,768		7,814		95,862				116,444
Corn		2,619		824		23,728				27,171
Barley						16,261				16,261
Oats						3				3
Pease										
Rye		1,925		7,187		17,133		7,668		33,913
Coal		34,907				1,925				36,832
Miscellaneous merchandise		29,567				60,548				90,115
Shingles, woodenware, &c										
Sawed lumber.....Ft. B.M.		15,077,382		854,811		32,754,541		9,572,655		58,259,389
Square timber.....Cub. ft.		944,508		744,000				149,000		1,837,508
Firewood .....Cords.						717				717
Staves .....No.		634,000								634,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Pease						76				76
Rye						1,711				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, &c				2,748,941		2,325				2,325
Sawed lumber..... Ft. B.M.		2,867,147				38,290,831		12,479,698		54,589,200
Square timber..... Cub. ft.		355,060		951,524						538,000
Firewood.....Cords.				183,000		900				900

SESSIONAL PAPER No. 20a

D.—STATEMENT showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				AMERICAN VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	328	238,690	121	66,355	305	310,622	43	15,758	797	631,425
1906.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	250,493		34,355		35,578				320,436	
Corn	8,177				202,250		1,378		49,306	
Barley	8,546		5,046		17,854				31,446	
Oats	21,900		16,083		11,323				49,306	
Pease					11				11	
Rye			5		1,406				1,411	
Coal	30,455		47,242		24,190		9,356		111,243	
Iron ore	5,862								5,862	
Merchandise	35,383		7,009		110,263		50		152,705	
Shingles, woodenware, &c	16		37		851				904	
Sawed lumber Ft. B.M.	3,471,514		235,624		25,711,196		10,769,755		40,188,089	
Square timber Cub. ft.	375,000		200,000						575,000	
Firewood Cords.	110		18		1,093				1,221	
Staves No.					300,000				300,000	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1,007	806,116
1907.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	294,298		50,808		130,818		4,429		480,303	
Corn	6,713		514		259,895		4,571		271,693	
Barley	8,726		468		4,046				13,240	
Oats	49,689		16,647		7,033				73,369	
Pease					25				25	
Rye					2,270				2,270	
Coal	31,506		57,373		50,183		14,493		143,555	
Iron ore	12,040		8,950						20,990	
Merchandise	21,545		9,436		5,231		6,235		42,447	
Shingles, woodenware, &c					2,222				2,222	
Sawed lumber Ft. B.M.					14,395,124		11,201,446		25,596,570	
Square timber Cub. ft.	558,090		323,000						881,090	
Firewood Cords.					660				660	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	505,151		39,001		183,101		3,498		730,751	
Corn	2,405				124,997				127,402	
Barley	19,775		1,133		10,264				31,172	
Oats	30,091		643		2,689				33,423	
Pease					40				40	
Rye	742				5,925				6,667	
Coal	39,733		42,656		57,448		8,344		148,181	
Merchandise	26,815		14,783		14,410		13,686		69,694	
Firewood Cords			70		1,173				1,243	
Sawed lumber Ft. B. M.					17,572,070		6,578,545		24,150,615	
Square timber Cub. ft.	221,300		313,000						534,300	

D.—Statement showing the Quantity of Through Freight passed Down the Welland canal in Canadian and United States Vessels, &c.—*Concluded.*

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	415,208		34,903		133,172				583,283	
Corn	6,694				134,208				140,902	
Barley	17,943		360		4,848				23,151	
Oats	70,392		4,743						75,135	
Pease					63				63	
Rye	33								33	
Coal	160,475		53,681		21,097		630		235,883	
Merchandise	52,994		14,782		12,232		16,498		96,506	
Sawed lumber					31,643		10,214		41,857	
Square timber	3,450		7,840		125		1,475		12,890	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1,001	987,646
1910.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	481,624		22,200		77,040				580,864	
Corn	15,759				214,221				229,980	
Barley	17,159		576		3,840				21,575	
Oats	135,743				490				136,233	
Pease					123				123	
Rye										
Coal	216,779		114,671		29,646		894		361,990	
Merchandise	39,149		15,231		21,818		20,466		96,664	
Sawed lumber	3,630		800		16,932				21,362	
Square timber	1,930		5,000		800				7,730	
Shingles					525				525	
Unenumerated	74,434		1,772		24,031				100,237	
Total	986,207		160,250		389,466		21,360		1,557,283	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.	Tons.		Tons.		Tons.		Tons.		Tons.	
Wheat	483,984		24,826		49,330				558,140	
Corn	29,978		11,368		232,586				273,932	
Barley	14,382		240						14,622	
Oats	162,455		878						163,333	
Pease										
Rye	112								112	
Coal	230,809		79,311		40,109		22,489		372,718	
Merchandise	45,838		19,325		45,881		34,449		145,493	
Sawed lumber	300				25,361		9,020		34,681	
Square timber	3,260		1,500		2,277				10,037	
Shingles					60				60	
Unenumerated	95,017				14,386				109,403	
Total	1,066,135		140,448		409,990		65,958		1,682,531	

WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

Welland Canal—West Bound Freight.

The total Quantity of Through Freight passed Up the Welland canal in Canadian and United States Vessels during the Season of Navigation in 1911 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	391,081	
" sail vessels	6,658	
Total quantity in Canadian vessels		397,739
In United States steam vessels	409,665	
" sail vessels	19,796	
Total in United States vessels		429,461
Grand total freight passed Up the Welland Canal in Canadian and United States vessels		827,200

Statement of the Quantity of Through Freight passed Up and Down the Welland Canal during the Season of Navigation in 1911.

Summary.	Tons.	Tons.
In Canadian steam vessels up	391,081	
" " down	1,066,135	
Total in Canadian steam vessels		1,457,216
In Canadian sail vessels up	6,658	
" " down	140,448	
Total in Canadian sail vessels		147,106
Total quantity in Canadian vessels		1,604,322
In United States steam vessels up	409,665	
" " down	409,990	
Total in United States steam vessels		819,655
In United States sail vessels up	19,796	
" " down	65,958	
Total in United States sail vessels		85,754
Total quantity in United States vessels		905,409
Total in Canadian and United States vessels		2,509,731
	Down or East Bound.	Up or West Bound.
In Canadian vessels	1,206,583	397,739
In United States vessels	475,948	429,461
Total	1,682,531	827,200

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1899 to 1911.

Articles.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Cement and water lime						35					5,652	484	
Clay, lime and sand	15	15					22						
Iron, railway				50		8,170	10						
" pig		508											1,901
" all other	5,063	4,292	1,178	5,785	2,542	1,651	384	269	124	553	12,689	7,154	34,540
Steel	3,000	5,420				16	48						
Stone, for cutting													
Apples						1			9,936				
Barley	596	1,288			2,206	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853
Corn	150,999	109,359	14,319	1,719	123,864	55,021	84,204	55,559		10,454	17,137	77,612	134,239
Flaxseed			4,965		3,643	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696
Flour	4,229	1,595	1,400	6,755	16,151	24,662	14,571	9,174	3,730	5,028	21,905	27,081	44,588
Meal, all kinds			35		348	57	270	60		156		10,323	3,907
Oats	10,250	8,925	1,584	1,442	2,438		21,404	37,164	66,941	28,081	65,624	129,900	147,180
Oil cake			1,083		462	7,846	9,229						
Pease		115			63						30		20
Rye	923	3,078	2,961	4,079	4,260		1,711	1,405	2,266	6,662	120		
Salt	183		50		132	615	168	75	143	419			
Seed, all kinds	200								20				
Hay, pressed	96		246										
Tobacco, raw			23										
Wheat	169,978	121,896	132,702	200,975	226,746	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174
All other agricultural products, vegetables	32										5,876		
Hides, skins, horns and hoofs						10		2					
Horses	1												
Lard and lard oil			1,155				2,847	4,810					
Meats, all kinds			114										
Pork			34							524			
Tallow					3		53						
All other agricultural products, animal						1					366		
Total, class 3	345,565	256,491	161,849	220,805	382,858	241,522	384,727	499,895	688,749	790,321	718,951	841,310	934,158

Class 4.													
Agricultural implements	3		1,785	13	58	17							
Ashes	55	25	3		2	16							
Bricks										1,543			
Crockery							93						
Furniture		1	5		3	6		6				2	
Glass, all kinds	16	6	1		15	3	21	11	4				
Molasses	159			54	240		820						
Nails	1				19		64			3			
Oil	7,143	15,647	14,987	12,091	14,619	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930
Paint			17		5								
Pitch and tar							53		101				
Rags					4								
Resin					20								
Soda ash			4				59	72	15				
Sugar			112				2,019				173	345	1,177
Tin						87	53						
Tobacco	96						204						
White lead		16											
Whisky, beer and other spirits	74	11	32		2	766	635	614	1,224	1,056	525	959	581
Merchandise not enumerated	518	92	2,420	419	582	713	851	466	2,294	2,126	10,418	9,224	11,254
Total, class 4	7,969	15,798	19,366	12,577	15,569	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942
Class 5.													
Barrels, empty	1	182	66	15									
Hoops													
Sawed lumber	924	15,760	2,635	1,085			3,957	100					300
Staves, pipe and barrel						394		2,400					
" West India and pipe													
Timber, square, in vessels						1,544	1,260	1,500	4,180				
" in rafts	26										900	1,800	1,360
Woodenware				17									
Total, class 5	951	15,942	3,205	1,117		1,938	5,217	4,000	4,180		900	1,800	1,660
Special class.													
Coal							29,351	29,172	70,489	42,075	175,115	289,567	298,873
Iron ore				15,976		17,362	3,837				1,824		
Stone, all kinds										1,272			
Total, special class				15,976		17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873
Grand total	354,485	28,231	184,420	250,475	398,427	275,278	448,704	554,231	789,167	869,398	939,055	1,170,139	1,291,973

G.—Statement showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1909, 1910 and 1911.

Articles.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.												
Bricks	24	49	196	22	80	115	132		556			
Brimstone			5	20	23	12						
Cement and water lime	997	1,931	2,916	178	3,924	39	181	88	13	400	17,565	8,625
Clay, lime and sand	8	4	2	1	181				100			
Cotton, raw					23							
Fish	10	8	8		8	4			39			
Gypsum	1											
Iron, railway		74	748	11,735	39,641	283	126	7,289	4,119			
" pig		3		558	273		312	680	7,655	7,231	2,060	2,300
" all other	1,318	1,428	4,950	2,904	5,845	3,782	3,633	8,235	6,987		540	
Salt		48	75	4	87	99	150	17				
Steel	18		3	11	332	58	192	111	2,561	35,153		22,352
Stone for cutting						41						
Flour			16				18					
Hay									30	255		
Meals					17	25					1,113	
Oats												
Potatoes												
Seeds, all kinds	121	218	302	58	325	164	35	17				
Tobacco, raw				1	2							
Agricultural products, not enumerated, vegetable			1	1			127					
Hides and skins				16	6							
Horses												
Lard and lard oil				11			28	20	1			
Meats other than pork					1	25			15			
Pork		1										
Wool												150
All other articles not enumerated												
Total, class 3	2,500	3,764	9,222	15,520	50,768	4,647	4,934	16,457	22,076	43,039	21,278	34,427

Class 4.												
Agricultural implements								5				
Ashes, pot and pearl					2							
Crockery and earthenware	3	5			32	291	155	294	456			
Dye woods, &c						2			2			
Furniture		1			1	5	2	1	35		90	
Glass, all kinds	299	456	612	1,384	1,207	1,671	1,641	2,519	3,534			
Manilla						34	93	37	15			
Marble								35				
Molasses			1		6		1		50			
Nails	518	30	675	1,292	2,878	2,009	3,061	4,011	3,331			
Oil, in barrels	21	74	83	14	16	1,418	120	148	155	1	80	667
Paint	2	12	69	97	158	202	307	412	295			
Pitch and tar	6	21	27	27	58	199	5	239				
Rags	14			1	29		15		50			
Resin	15				1				25			
Soda ash	108	62	169	201	264	387	28	310	37			
Stone, wrought									5			
Sugar	1,596	430	810	1,314	204	52	1,168	1,153	6,046	40	3,024	
Tin	159	117	338	506	209	362	928	1,365	1,173			
Turpentine			1	2	1				1			
White lead	1	4	11	37	80	82	80	304	283			
Whiting	89	39	49	61	22	33	158	93	18			
Whisky, beer, &c	178	295	131	182	452	432	384	483	1,040	220	1,187	163
Merchandise not enumerated	482	744	1,516	1,049	3,674	6,200	15,360	11,707	16,498	21,359	15,129	12,090
Total, class 4	3,491	2,447	4,492	6,169	9,294	13,379	23,566	23,116	33,049	21,620	19,510	12,920
Class 5.												
Barrels, empty								54,906				
Firewood in vessels				3,600	40,026	40,425	43,982	2,307	2,337			
Pulpwood									101,989	122,867	121,572	182,682
Lumber, sawn, in vessels										3,984		3,306
Railway ties in vessels					611							
Woodenware								5				
Total, class 5				3,600	40,637	40,425	43,982	57,218	104,326	126,851	121,572	185,988
Special Class.												
Coal						10,200						
Iron ore						2,861						
Total, special class						13,061						
Grand total	5,991	6,211	13,714	25,289	100,699	71,512	72,482	96,791	159,451	191,510	172,360	233,335

H.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland canal, from United States Ports to United States Ports, during the Seasons of Navigation from 1899 to 1911, inclusive.

Articles.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 3.													
Bricks													
Cement and water lime		18										2,000	
Fish									20				91
Iron, railway													
" all other	1,008	714		30			1	27	30				1,863
Salt	549		105										
Steel	13,522	3,110						2	509	9,086			
Stone for cutting													
Apples													
Barley	2,121	2,402	7,119	7,418	11,433	16,621	9,197	9,266	2,812	7,148	4,224	3,840	
Corn	81,777	60,545	55,531	66,111	108,917	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705
Flour	6,118	7,966	17,168	13,785	6,082	8,556	24,054	15,215	18,898	17,694		11,859	2,852
Hay, pressed							200						
Meal, all kinds	18,198	14,244	14,016	12,675	13,546	13,076	9,606	10,668	21,976	21,353		8,621	7,565
Marble							87						
Nails							1						
Oil cake		2,705	1,302	110	740	16,497	228		114				
Oats	19,526	39,706	26,344	10,006	6,112	3	10,892	11,323	4,741	2,070			
Pease		4			22		76	11	25	40	63	123	
Potatoes													
Rye	923	2,149			4,174				2	2			
Flax seed	200				1,594			756			15,452		
Seeds, all kinds	11			10	27		43	3	17				
Tobacco			23										
Wheat	12,926	18,771	23,557	32,639	15,436	14,269	15,483	13,410	21,892	24,651	17,940	10,717	4,950
Agricultural products, vegetable		6	10		1			1	7		22,620		19
Hides and skins, &c.										21	315	233	
Horses		4			2								
Lard and lard oil, &c.	864	1,588	1,680	2,413				22	86				
Meats, other than pork													
Pork	343	117	970	632	152	379	273	268	429				
Sheep										190			
Tallow	201	631	119										
Wool	130		3	752	482	134	21	89	30		157	233	9
Total, class 3	158,720	154,680	147,947	146,581	168,720	130,499	163,784	196,301	196,062	182,085	161,738	164,564	134,054

Class 4.													
Agricultural implements				399		396	552	494		2	254		
Crockery and earthenware									5				
Furniture	7		3	17				1					2
Marble			4										
Molasses	8	57											
Nails	11								3				
Oil, in barrel	367	17	22	1,594	2,000	1			8	15		8	45
Paint	2	36				17	42	1	1	1			
Rags	1				4		4						
Soda ash													
Stone, wrought													
Sugar		154	448	280		53	53	840	26,075		1,196		26,303
White lead							7		4				
Whiting									21				
Whisky, beer and all other spirits	168	1	1		3				30			122	230
Merchandise	6,219	7,889	3,327	1,928	2,010	1,554	2,008	2,324	41,621	1,857	5,866	67,760	64,059
Total, class 4	6,783	8,164	3,805	4,218	4,017	2,021	2,666	3,660	67,768	1,875	7,316	67,890	90,639
Class 5.													
Empty barrels		5	282				3	2	1				
Firewood, in vessels				4		717	2,700	3,609	1,980	3,509		1,531	2,016
Lumber, sawn, in vessels	57,695	55,128	38,085	72,806	48,337	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191
Masts and spars, in vessels													
Hop poles						154							
Railway ties, in vessels						652	2,248		2,151	478			
Shingles							62	53	70				
Split posts							12					25	
Staves, salt barrels								1,500					
Timber, square, in vessels											125		
Woodenware, &c											2,932	1,583	
Total, class 5	57,695	55,133	38,367	72,810	*48,337	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237
Special class.													
Coal	2,293	992	357	501		1,100	3,346	4,400	110,347		400	201,893	223,942
Stone, not suitable for cutting													
Kryolite									2,734				
Iron ore									1,316			1,552	4,483
Total, special class	2,293	992	357	501		1,100	3,346	4,400	114,397		400	203,445	228,425
Grand total	225,491	218,969	190,476	224,110	221,074	165,337	190,547	237,226	396,743	209,518	196,838	450,776	485,355

L—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1911.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston	9,776,100	4,170,119	538,292	563,358	2,416	15,050,285	392,906
Prescott	78,034			345,650		423,684	12,019
Ogdensburg							
Total Bushels	9,854,134	4,170,119	538,292	909,008	2,416	15,473,969	
Total Tons	295,624	70,892	12,899	25,452	58		404,925

M—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1911 inclusive, as follows :—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.
1885			193,442	4,974	10,321	31,350	240,087
1886			184,564	5,400	22,187	49,724	261,875
1887			81,617	1,163	26,775	25,968	135,523
1888			172,381	878	17,365	27,183	217,807
1889			226,352	1,124	12,036	25,931	265,443
1890	80		116,616	615	17,280	22,781	202,372
1891			185,190	1,382	17,374	20,698	224,644
1892			183,244	651	12,391	15,330	211,616
1893			204,704	2,123	8,325	17,944	233,096
1894			187,794	727	1,269	13,947	203,737
1895	4		148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,445
1897		4	165,143		1,277	9,799	176,223
1898			156,055	759	986	4,536	162,336
1899			86,638	2,293	525	8,276	97,732
1900	8		45,032	992		1,360	47,392
1901			46,345	357	456	2,322	49,480
1902			12,410	501	65	51,037	61,013
1903	3		113,076		4,796	30,009	147,884
1904	2,919		62,782	1,100	3,711	32,813	103,325
1905			70,118	3,346	11,436	37,742	172,642
1906	60		29,123	4,400	7,161	106,843	147,587
1907	2,857		110,347		10,453	143,555	267,212
1908	4,401		158,351		5,988	148,181	316,921
1909			130,731	400	11,067	235,483	377,681
1910	2,045		197,482	4,411	15,974	357,579	577,491
1911	731		221,752	2,160	24,451	370,558	619,682

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1911, inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895		165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, &c.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1900.	Tons.	Tons.	Tons.
Barley	1,288	563	1,598
Corn	109,358	9,844	44,406
Oats	8,925	348	30,840
Pease	115		4
Rye	3,078	160	300
Wheat	121,896	6,610	7,541
Total, grain	**244,661	17,525	84,589
Other articles	43,670	95,680	93,287
Total	288,231	113,205	177,876
1901.			
Barley			
Corn	14,319	4,828	49,609
Oats	1,584	853	25,704
Pease			
Rye	2,961		
Wheat	132,702	8,051	9,057
Total, grain	†151,566	13,732	83,370
Other articles	32,854	128,614	91,799
Total	184,420	142,346	175,169
1902.			
Barley			7,418
Corn	1,719	10,335	55,583
Oats	1,412		9,764
Pease			
Rye	4,079		
Wheat	200,075	12,452	8,389
Total, grain	‡208,215	22,787	81,165
Other articles	42,260	32,946	179,914
Total	250,475	55,733	261,078
1903.			
Barley	2,206	1,017	11,433
Corn	116,223	13,846	80,689
Oats	2,438		5,315
Pease	63		22
Rye	4,200		644
Wheat	226,746	14,199	13,725
Total grain	§351,936	29,062	111,828
Other articles	38,850	82,298	101,621
Total	390,786	111,360	213,449

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1904.	Tons.	Tons.	Tons.
Barley	9,697	853	16,621
Corn	55,021	3,950	57,473
Oats			16,497
Pease			3
Rye			
Wheat	*133,528	18,908	11,929
Total grain	198,246	23,711	102,523
Other articles	77,031	80,092	138,475
Total	375,277	103,803	240,998
1905.			
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	16,892
Pease			76
Rye	1,711		
Wheat	190,505	32,562	15,483
Total grain	**341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Pease		11	
Rye	1,405	6	
Wheat	***289,611	15,843	14,972
Total, grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907.			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Pease			23
Rye	2,266	2	1
Wheat	*450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422

SESSIONAL PAPER No. 20a

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, &c.—*Concluded.*

RECAPITULATION—*Concluded.*

cles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1908.	Tons.	Tons.	Tons.
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Pease			40
Rye	6,662	3	2
Wheat	686,626	19,832	24,293
Total grain	756,141	38,142	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047
1909.			
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Pease	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,000		1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	
Pease			123
Rye			
Wheat	562,149	7,998	10,717
Total grain	789,661	63,657	115,457
Other articles	380,500	152,325	55,683
Total	1,170,161	215,982	171,140
1911.			
Barley	14,331	291	
Corn	134,239	22,988	116,705
Oats	147,180	16,153	
Pease			
Rye		112	
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445

APPENDIX A.—*Continued.*

TABLE 1.—COMPARATIVE Statement of Grand Total Freight passed through the undermentioned canals during the Seasons of Navigation, 1910 and 1911.

CANALS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		Total Tons.	ORIGIN OF CARGO.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
1910.													
Sault Ste. Marie	779,961	1,567,285	28,648	565,335	3,035,290	29,332,862	969,248	117,058	4,813,147	31,582,540	36,395,687	3,378,268	33,017,419
Welland	265,790	742,908	154,617	6,983	288,198	197,301	16,229	654,264	724,834	1,601,456	2,326,290	1,196,916	1,129,344
St. Lawrence	556,833	1,123,520	286,075	22,235	334		777	770,978	841,019	1,916,733	2,760,752	1,973,441	787,311
Chambly	383,148	12,307	130,245					143,599	513,393	155,906	669,299	525,700	143,599
St. Peter's	33,482	52,240					229		33,711	52,240	85,951	85,722	229
Murray	161,737	8,546	555					7,103	162,292	15,649	177,941	170,680	7,261
Ottawa	49,923	266,519		61,013			7,806		57,729	327,532	385,261	377,268	7,993
Rideau	58,049	57,218	4	5,870			1,460	12,280	59,513	75,368	134,881	121,043	13,838
Trent	15,665	30,598							15,665	30,598	46,263	46,263	
St. Andrews	8,152	131							8,152	131	8,283	8,283	
Grand total	2,312,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608	7,883,614	35,106,994
1911.													
Sault Ste. Marie	644,899	1,585,279	22,157	915,601	2,236,880	23,269,870	2,070,307	206,716	4,974,243	25,977,466	30,951,709	3,177,581	27,774,128
Welland	318,764	827,392	190,101	693	309,603	175,752	24,451	690,873	842,919	1,694,710	2,537,629	1,296,480	1,241,149
St. Lawrence	629,642	1,086,547	328,732	38,085	194	12	392	1,022,104	958,960	2,146,748	3,105,708	2,063,861	1,041,847
Chambly	399,728	12,647	31,465					155,989	431,193	168,636	599,829	443,846	155,983
St. Peter's	29,177	46,121							29,177	46,121	75,298	75,298	
Murray	152,964	6,798	15					3,680	152,979	10,478	163,457	159,409	4,048
Ottawa	53,453	221,029		41,340			4,249		57,702	262,369	320,071	312,269	7,802
Rideau	77,378	84,831						10,018	77,378	94,849	172,227	159,738	12,489
Trent	23,908	33,382							23,908	32,382	57,290	57,290	
St. Andrews	40,603	6,532							40,603	6,532	47,135	47,135	
Grand total	2,376,516	3,910,558	572,470	995,719	2,546,677	23,445,634	2,099,399	2,089,380	7,589,062	30,441,291	38,030,353	7,792,907	30,237,446

TABLE II.—STATEMENT Showing the Number, Tonnage and Nationality of Vessels passed through the Several canals during the Season of Navigation in 1911.

VESSELS.	TOTAL NUMBER OF TRIPS.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.		FROM UNITED STATES TO UNITED STATES PORTS.		FROM UNITED STATES TO CANADIAN PORTS.		TONS.		TOTAL TONS.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault St. Marie	2,713	1,150,799	1,113,040	112,552	171,329	5,707	2,173	379,706	170,574	1,648,764	1,460,116	3,108,880
Welland	1,661	607,518	553,993	141,959	212	2,791	123	12,893	222,059	765,161	776,387	1,541,548
St. Lawrence	8,367	1,508,513	1,336,841	53,284	375	1	36	70	204,837	1,561,868	1,542,089	3,103,957
Chambly	497	22,126	21,374	1,950					3,001	27,076	24,375	51,451
St. Peters	1,260	45,462	43,808							45,462	43,808	89,270
Murray	1,356	220,063	124,076	15,503				88	8,459	235,654	132,535	368,189
Ottawa	2,109	182,651	193,245		1,774			255		182,906	195,019	377,925
Rideau	3,031	104,945	106,725	5,252					5,640	110,197	112,365	222,562
Trent Valley	4,165	97,742	99,231							97,742	99,231	196,973
St. Andrews	423	57,254	54,183							57,254	54,183	111,437
Total Canadian	25,585	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192
UNITED STATES VESSELS.												
Sault Ste. Marie	4,068	11,705	1,585	16,170	544,402	3,065,500	11,865,237	699,455	48,286	3,792,830	12,459,510	16,252,340
Welland	816	2,148	35	89,267	842	267,682	190,837	1,398	203,422	360,195	395,136	755,631
St. Lawrence	1,556	23,930	8,238	347,046	15,902	15,679	1,397	84	406,802	386,739	432,339	819,078
Chambly	3,511	2,017	404	173,660					191,897	175,677	192,301	367,978
St. Peters												
Murray	84	627	784	754	389	75	13	299	80	1,755	1,266	3,021
Ottawa	304	7,849	157		14,682			7,848		15,697	14,839	30,536
Rideau	31	1,502	1,440		96					1,502	1,536	3,038
Trent Valley												
St. Andrews												
Total United States	10,370	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622
Grand Total Canadian and United States	35,955	4,046,851	3,659,159	960,397	753,003	3,357,435	12,059,816	1,102,096	1,465,057	9,466,779	17,937,035	27,403,814

Table 3.—Statement showing the Number, Tonnage and Nationality of Vessels

Vessels.	Total Number	From Canadian to Canadian Ports.		From Canadian to United States Ports.	
		Up.	Down.	Up.	Down.
Sault Ste. Marie Canal.					
Canadian vessels, steam	2,493	1,136,791	1,099,652	112,302	173,873
" " sail	220	14,008	13,388	250	456
Total Canadian	2,713	1,150,799	1,113,040	112,552	174,329
United States vessels, steam	4,000	10,342	600	16,170	538,141
" " sail	68	1,363	985		6,261
Total United States	4,068	11,705	1,585	16,170	544,402
Grand Total, Sault Ste Marie Canal	6,781	1,162,504	1,114,625	128,722	718,731
Welland Canal.					
Canadian vessels, steam	1,375	574,556	518,308	88,907	212
" " sail	289	32,962	35,685	53,052	
Total Canadian	1,664	607,518	553,993	141,959	212
United States vessels, steam	701	2,148	35	61,509	842
" " sail	115			27,758	
Total United States	816	2,148	35	89,267	842
Grand Total, Welland Canal	2,480	609,666	554,028	231,226	1,054
St. Lawrence Canals.					
Canadian vessels, steam	4,106	929,604	786,208	44,920	
" " sail	4,261	578,909	550,633	8,364	375
Total Canadian	8,367	1,508,513	1,336,841	53,284	375
United States vessels, steam	1,033	7,456	3,039	322,943	510
" " sail	523	16,474	5,199	24,103	15,392
Total United States	1,556	23,930	8,238	347,046	15,902
Grand Total, St. Lawrence Canals	9,923	1,532,443	1,345,079	400,330	16,277
Chambly Canal.					
Canadian Vessels, steam	208	14,051	12,823		
" " sail	289	8,075	8,551	4,950	
Total Canadian	497	22,126	21,374	4,950	
United States Vessels, steam	2				
" " sail	3,509	2,017	404	173,660	
Total United States	3,511	2,017	404	173,660	
Grand Total, Chambly Canal	4,008	24,143	21,778	178,610	
St. Peters Canal.					
Canadian Vessels, steam	269	15,436	12,271		
" " sail	991	30,026	31,537		
Total Canadian	1,260	45,462	43,808		

passed through the several canals, during the Season of Navigation in 1911.—*Con.*

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
5,707	2,173	379,621	170,324	1,634,421	1,446,022	3,080,443
.....	.....	85	250	14,343	14,094	28,437
5,707	2,173	379,706	170,574	1,648,764	1,460,116	3,108,880
3,050,452	11,784,035	693,003	47,695	3,769,967	12,370,471	16,140,438
15,048	81,202	6,452	591	22,863	89,039	111,902
3,065,500	11,865,237	699,455	48,286	3,792,830	12,459,510	16,252,340
3,071,207	11,867,410	1,079,161	218,860	5,441,594	13,919,626	19,361,220
1,932	123	12,893	169,080	678,288	687,723	1,366,011
859	.....	.....	52,979	86,873	88,664	175,537
2,791	123	12,893	222,059	765,161	776,387	1,541,548
263,191	185,034	785	161,689	327,633	347,600	675,233
4,491	5,803	613	41,733	32,862	47,536	80,398
267,682	190,837	1,398	203,422	360,495	395,136	755,631
270,473	190,960	14,291	425,481	1,125,656	1,171,523	2,297,179
1	.....	70	158,432	974,595	944,640	1,919,235
.....	36	.....	46,405	587,273	597,449	1,184,722
1	36	70	204,837	1,561,868	1,542,089	3,103,957
15,327	1,055	84	348,216	345,810	352,820	698,630
352	342	.....	58,586	40,929	79,519	120,448
15,679	1,397	84	406,802	386,739	432,339	819,078
15,680	1,433	154	611,639	1,948,607	1,974,428	3,923,035
.....	.....	.....	15	14,051	12,838	26,889
.....	.....	.....	2,986	13,025	11,537	24,562
.....	.....	.....	3,001	27,076	24,375	51,451
.....	.....	.....	195	.....	195	195
.....	.....	.....	191,702	175,677	192,106	367,783
.....	.....	.....	191,897	175,677	192,301	367,978
.....	.....	.....	194,898	202,753	216,676	419,429
.....	.....	.....	.....	15,436	12,271	27,707
.....	.....	.....	.....	30,026	31,537	61,563
.....	.....	.....	.....	45,462	43,808	89,270

TABLE 3.—STATEMENT Showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Number of Trips.	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up	Down.	Up.	Down.
ST. PETERS CANAL—*Con.*					
United States Vessels, steam					
" " sail					
Total United States					
Grand Total St. Pete Canal	1,260	45,462	43,808		
MURRAY CANAL.					
Canadian Vessels, steam	940	179,768	87,472	13,740	
" " sail	416	40,295	36,604	1,763	
Total Canadian	1,356	220,063	124,076	15,503	
United States Vessels, steam	69	435	769	686	389
" " sail	15	192	15	68	
Total United States	84	627	784	754	389
Grand Total, Murray Canal	1,440	220,690	124,860	16,257	389
OTTAWA CANALS.					
Canadian Vessels, steam	981	95,893	101,791		583
" " sail	1,128	86,758	91,454		1,191
Total Canadian	2,109	182,651	193,245		1,774
United States Vessels, steam					
" " sail	304	7,849	157		14,682
Total United States	304	7,849	157		14,682
Grand Total, Ottawa Canals	2,413	190,500	193,402		16,456
RIDEAU CANAL.					
Canadian Vessels, steam	2,361	78,093	79,833	5,252	
" " sail	670	26,852	26,892		
Total Canadian	3,031	104,945	106,725	5,252	
United States Vessels, steam	1		34		
" " sail	30	1,502	1,406		96
Total United States	31	1,502	1,440		96
Grand Total, Rideau Canal	3,062	106,447	108,165	5,252	96
TRENT VALLEY CANAL.					
Canadian Vessels, steam	3,088	66,693	66,817		
" " sail	1,077	31,049	32,414		
Total Canadian	4,165	97,742	99,231		
United States Vessels, steam					
" " sail					
Total United States					
Grand Total, Trent Valley Canal	4,165	97,742	99,231		

passed through the several canals during the season of Navigation in 1911.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
				45,462	43,808	89,270
		88	7,350	193,596	94,822	288,418
			1,109	42,058	37,713	79,771
		88	8,459	235,654	132,535	368,189
75	13	299	33	1,495	1,204	2,699
			47	260	62	322
75	13	299	80	1,755	1,266	3,021
75	13	387	8,539	237,409	133,801	371,210
		255		96,148	102,374	198,522
				86,758	92,645	179,403
		255		182,906	195,019	377,925
		7,848		15,697	14,839	30,536
		7,848		15,697	14,839	30,536
		8,103		198,603	209,858	408,461
			5,531	83,345	85,364	168,709
			109	26,852	27,001	53,853
			5,640	110,197	112,365	222,562
					34	34
				1,502	1,502	3,004
				1,502	1,536	3,038
			5,640	111,699	113,901	225,600
				66,693	66,817	133,510
				31,049	32,414	63,463
				97,742	99,231	196,973
				97,742	99,231	196,973

TABLE 3.—STATEMENT showing the Number, Tonnage and Nationality of Vessels

VESSELS.	Total Number of Trips	FROM CANADIAN TO CANADIAN PORTS.		FROM CANADIAN TO UNITED STATES PORTS.	
		Up.	Down.	Up.	Down.
ST. ANDREWS CANAL.					
Canadian Vessels, steam	341	38,350	39,155		
" " sail	82	18,904	15,028		
Total Canadian	423	57,254	54,183		
United States Vessels, steam					
" " sail					
Total United States					
Grand Total, St. Andrews Canal	423	57,254	54,183		

passed through the several canals during the season of Navigation in 1911.

From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
Up.	Down.	Up.	Down.	Up.	Down.	
				38,350	39,155	77,505
				18,904	15,028	33,932
				57,254	54,183	111,437
				57,254	54,183	111,437

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1910 and 1911.

Articles.	1910.	1911.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels—Steam	6,927,062	7,286,949	359,887	
" Sail	2,004,728	1,885,243		119,485
United States vessels—Steam	20,991,142	17,527,229		3,463,913
" " Sail	786,155	714,393		71,762
Total, Class No. 1	30,709,087	27,403,814	359,887	3,655,160
Class No. 2.	No.	No.	No.	No.
Passengers	320,574	304,904		25,670
Class No. 3.	Tons.	Tons.	Tons.	Tons.
Barley	161,016	145,576		15,440
Buckwheat	1,048	84		964
Corn	336,592	451,597	115,005	
Oats	565,430	657,878	92,448	
Rye	4,272	3,701		571
Flax	85,654	99,334	13,680	
Pease	340	163		177
Wheat	3,222,862	3,528,185	305,323	
Flour	363,187	366,870	3,683	
Hay	42,846	73,013	30,167	
Other mill products	55,003	41,083		13,920
Fruit and vegetables	16,026	12,740		3,286
Potatoes	7,082	8,839	1,757	
Live stock	2,250	3,135	885	
Poultry, game, fish	2,815	2,062		753
Dressed meats	148	712	564	
Other packing house products	1,205	1,266	61	
Hides and leather	1,261	236		1,025
Wool	675	1,319	644	
All other animal products	12,169	10,901		1,268
Total, Class 3	4,881,881	5,408,694	564,217	37,404
Class No. 4.	Tons.	Tons.	Tons.	Tons.
Agricultural implements	28,358	41,291	12,933	
Cement, bricks, lime	728,453	654,629		73,824
Household goods and furniture	3,797	2,971		826
Iron, pig and bloom	115,997	61,119		54,878
Iron and steel, all other	252,061	418,169	166,108	
Petroleum and other oils	106,491	194,105	87,914	
Sugar and salt	101,003	89,963		11,040
Wines, liquors and beers	28,316	22,203		6,113
Merchandise not enumerated	861,361	874,613	13,252	
Total, Class No. 4	2,225,537	2,359,063	280,207	146,681
Class No. 5.	Tons.	Tons.	Tons.	Tons.
Pulpwood	777,427	823,494	46,067	
Sawed lumber	735,589	596,588		139,001
Squared timber	58,633	42,924		15,709
Shingles	11,475	12,422	947	
Other woods	98,294	70,711		27,583
Total, Class No. 5	1,681,418	1,546,139	47,014	182,293

TABLE 4.—Comparative Statement of all the canals for the Years ending December 31, 1910 and 1911—*Concluded.*

Articles.	1910.	1911.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	1,208,722	1,246,273	37,551	.....
Soft coal	4,429,222	4,668,843	239,621	.....
Coke	792	14,160	13,368	.....
Copper ore	37,986	16,556	.....	21,430
Iron ore	28,494,716	22,715,838	.....	5,778,878
Other ore	30,334	54,787	24,453	.....
Total, Class No. 6	34,201,772	28,716,457	314,993	5,800,308
Grand total	42,990,608	38,030,353	1,206,431	6,166,686

Net decrease 4,960,255.

TABLE 5.—STATEMENT of Traffic on the Undermentioned canals during the Season of Navigation in 1911.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels.....Steam	3,080,443	1,366,011	1,919,235	26,889	27,707	288,418	198,522	168,709	133,510	77,505
" " .....Sail	28,137	175,537	1,184,722	24,562	61,563	79,771	179,403	53,853	63,463	33,932
United States vessels.....Steam	16,140,438	675,233	698,630	195	.....	2,699	.....	34	.....	.....
" " .....Sail	111,902	80,398	120,448	367,783	.....	322	30,536	3,004	.....	.....
Total, Class No. 1.....	19,361,220	2,297,179	3,923,035	419,429	89,270	371,210	408,461	225,600	196,973	111,437
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers.....	39,041	1,288	101,750	2,708	709	26,187	25,497	25,298	77,078	5,345
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley.....	114,396	15,029	15,991	.....	1	144	.....	.....	15	.....
Buckwheat.....	.....	.....	71	.....	.....	.....	.....	8	5	.....
Corn.....	20,003	273,932	157,153	145	.....	.....	87	277	.....	.....
Oats.....	331,430	163,333	156,764	1,038	3,833	.....	613	851	16	.....
Rye.....	3,587	112	.....	.....	.....	.....	2	.....	.....	.....
Flax.....	81,660	5,976	11,696	.....	.....	.....	2	.....	.....	.....
Peas.....	.....	.....	113	.....	3	.....	3	11	33	.....
Wheat.....	2,401,143	562,282	563,555	10	.....	.....	9	631	555	.....
Flour.....	251,800	57,061	53,534	1,032	2,219	.....	630	512	74	8
Hay.....	1,367	317	23,622	36,824	1,501	.....	6,569	2,728	25	60
Other mill products.....	14,358	11,360	13,302	108	954	.....	491	408	96	7
Fruit and vegetables.....	184	203	6,354	2,684	1,299	963	717	332	4	.....
Potatoes.....	1	.....	935	62	6,728	2	656	326	129	.....
Live stock.....	24	.....	2,081	215	1	8	436	30	310	.....
Poultry, game and fish.....	126	126	79	4	1,656	5	38	28	.....	.....
Dressed meats.....	7	.....	37	.....	493	4	20	151	.....	.....
Other packing house products...	30	30	388	66	3	10	306	433	.....	.....
Hides and leather.....	142	20	52	.....	.....	.....	4	15	3	.....
Wool.....	619	398	260	.....	.....	.....	.....	12	.....	.....
All other animal products.....	.....	.....	7,016	.....	.....	86	1,663	2,015	84	7
Total, Class No. 3.....	3,220,907	1,090,179	1,013,033	42,218	18,691	1,222	12,246	8,768	1,348	82

Class No. 4.										
Agricultural implements	20,181	19,695	257	209	6		147	753	43	
Cement, bricks, lime	135,017	86,072	187,200	11,353	6,660	78,000	48,306	96,977	5,044	
Household goods and furniture	8	10	1,766	121	8	29	333	625	71	
Iron, pig and bloom	29,744	17,675	11,084	153	300	402	824	892	45	
" and steel, all other	175,170	109,281	129,667	831	180	736	886	1,251	163	4
Petroleum and other oils	58,903	77,285	55,229	80	584	74	744	1,186	19	1
Sugar and salt	27,386	35,888	18,492	781	1,371	22	2,842	3,174	1	
Wines, liquors and beers	5,997	6,548	6,982	18	222	21	1,058	1,325	32	
Merchandise not enumerated	402,110	187,411	147,315	11,824	2,497	64,115	10,312	8,754	7,127	33,148
Total, Class No. 4	854,516	539,865	557,992	25,370	11,828	143,399	65,452	114,937	12,551	33,153
Class No. 5.										
Pulpwood	2,301	197,986	310,435	289,728		1,569		2,847	8,465	10,163
Sawed lumber	40,771	35,809	205,711	106,497	4,248	35	174,253	24,607	2,553	2,104
Squared timber	1,713	10,042	24,610		559		3,661	607	1,732	
Shingles	11,395	60	16		750	13	16	68	104	
Other woods	673	6,526	10,383	479	1,563	5	24,867	6,221	18,488	1,506
Total, Class No. 5	56,853	250,423	551,155	396,704	7,120	1,622	202,797	34,350	31,342	13,773
Class No. 6.										
Hard coal	433,859	246,964	430,166	118,226	241	3,668	3,973	8,717	332	127
Soft "	3,673,094	372,718	547,080	471	37,283	1,416	31,139	5,188	454	
Coke	14,160									
Copper ore	16,556									
Iron "	22,669,789	31,197	8	14,844						
Other "	11,975	6,283	6,274	1,996	135	12,130	4,464	267	11,263	
Total, Class No. 6	26,819,433	657,162	983,528	135,537	37,659	17,214	39,576	14,172	12,049	127
Grand total	30,951,709	2,537,629	3,105,708	599,829	75,298	163,457	320,071	172,227	57,290	47,135

TABLE 6.—SUMMARY Statement of Traffic on the undermentioned canals during the Season of Navigation, ended December 31, 1911, showing the total quantity of each description of property passed through.

—	Sault Ste. Marie	Welland.	St. Lawrence	Chambly.	St. Peter's.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrew's
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	19,361,220	2,297,179	3,923,035	419,429	89,270	371,210	408,461	225,600	196,973	111,437
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	39,044	1,288	101,750	2,708	709	26,187	25,497	25,298	77,078	5,345
Forest Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	2,301	197,986	310,4[illegible]	289,728		1,569		2,487	8,465	10,163
Sawed lumber	40,771	35,809	205,711	106,197	4,248	35	174,253	24,607	2,553	2,104
Squared timber	1,713	10,042	24,610		559		3,661	607	1,732	
Shingles	11,395	60	16		750	13	16	68	101	
Other woods	673	6,526	10,383	479	1,563	5	21,867	6,221	18,488	1,506
Total	56,853	250,423	551,155	396,704	7,120	1,622	202,797	34,350	31,342	13,773
Animals and Produce of Animals.										
Live stock	24		2,081	245	1	8	436	30	310	
Poultry, game and fish	126	126	79	4	1,656	5	38	28		
Dressed meats	7		37		493	4	20	151		
Other packing house products	30	30	388	66	3	10	306	433		
Hides and leather	142	20	52				4	15	3	
Wool	649	398	260					12		
All other animal products			7,046			86	1,663	2,015	84	
Total	978	574	9,943	315	2,153	113	2,467	2,684	397	
Agricultural Products:										
Barley	114,396	15,029	15,991		1	144			15	
Buckwheat			71					8	5	
Corn	20,003	273,932	157,153	145			87	277		
Oats	331,430	163,333	156,764	1,038	3,833		613	851	16	
Rye	3,587	112					2			
Flax	81,660	5,976	11,696				2			

Peas			113		3		3	11	33	
Wheat	2,401,143	562,282	563,555	10			9	631	555	
Flour	251,800	57,061	53,534	1,032	2,219		630	512	74	8
Hay	1,367	317	23,622	36,824	1,501		6,569	2,728	25	60
Other mill products	14,358	11,360	13,302	108	954		491	408	95	7
Fruits and vegetables	184	203	6,354	2,684	1,299	963	717	332	4	
Potatoes	1		935	62	6,728	2	656	326	129	
Total	3,219,929	1,089,605	1,003,090	41,903	16,538	1,109	9,779	6,084	951	82
Manufactures.										
Agricultural implements	20,181	19,695	257	209	6		147	753	43	
Cement, bricks and lime	135,017	86,072	187,200	11,353	6,660	78,000	48,306	96,977	5,044	
Household goods and furniture	8	10	1,766	121	8	29	333	625	71	
Iron, pig and bloom	29,744	17,675	11,084	153	300	402	824	892	45	
Iron, steel, all other	175,170	109,281	129,667	831	180	736	886	1,251	163	4
Petroleum and other oils	58,903	77,285	55,229	80	584	74	741	1,186	19	1
Sugar and salt	27,386	35,888	18,492	781	1,371	22	2,842	3,174	7	
Wines, liquors and beers	5,997	6,548	6,982	18	222	21	1,058	1,325	32	
Merchandise not enumerated	402,110	187,411	117,315	11,824	2,497	61,115	10,312	8,754	7,127	33,148
Total	854,516	539,865	557,992	25,370	11,828	143,399	65,452	114,937	12,551	33,153
Products of Mines.										
Hard coal	433,859	246,964	430,166	118,226	241	3,668	3,973	8,717	332	127
Soft "	3,673,094	372,718	547,080	471	37,283	1,416	31,139	5,188	454	
Coke	14,160									
Copper ore	16,556									
Iron "	22,669,789	31,197	8	14,814						
Other "	11,975	6,283	6,274	1,996	135	12,130	4,464	267	11,263	
Total	26,819,433	657,162	983,528	135,537	37,659	17,214	39,576	14,172	12,049	127
Grand totals (passengers and tonnage of vessels not included)	30,951,709	2,537,629	3,105,708	599,829	75,298	163,457	320,071	172,227	57,290	47,135

TABLE 7 (No. 1)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Sault Ste. Marie canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	20,166	15							20,166	15	20,181	20,181	
All other animal													
Barley		28,582		8,226		77,588				114,396	114,396	38,910	75,486
Buckwheat													
Cement, bricks, &c	125,437				9,130		450		135,017		135,017	125,372	9,645
Coal, hard	12				244,464		189,383		433,859		433,859		433,859
" soft	3,527				1,899,125		1,770,442		3,673,094		3,673,094	546	3,672,548
Coke							14,160		14,160		14,160		14,160
Corn						9,307		10,696		20,003	20,003		20,003
Dressed meats	7								7		7	7	
Flax		14,315		10,253		57,092				81,660	81,660	24,568	57,092
Flour	33	179,395				67,701		4,671	33	251,767	251,800	183,449	68,351
Fruits and vegetables	184								184		184	184	
Hay	1,367								1,367		1,367	1,367	
Hides and leather	20	2				120			20	122	142	22	120
Household goods	8								8		8	8	
Iron, pig and bloom	22,577	43	65		420	3,839	2,800		25,862	3,882	29,744	22,455	7,289
Iron and steel, all other	115,490	2,481	335		27,377	480	29,007		172,209	2,961	175,170	99 543	75,627
Live stock	23	1							23	1	24	24	
Merchandise	305,388	5,024	20,470	1,300	46,358	3,926	8,295	11,349	380,511	21,599	402,110	326,529	75,581
Oats		305,313		5,371		17,032		3,684		331,430	331,430	310,870	20,560
Other mill products		7,482		5,000				1,876		14,358	14,358	12,482	1,876
" packing house products	30								30		30	30	
" woods	673								673		673	673	
Ore, all other	2,345	4,702				4,928			2,345	9,630	11,975	5,247	6,728
" copper					45	16,511			45	16,511	16,556		16,556
" iron				19,372		22,476,048	15,758	158,611	15,758	22,654,029	22,669,789	19,372	22,650,417
Peas													
Petroleum	17,753		411		2,880		37,859		58,903		58,903	18,164	40,739
Poultry, game and fish	35	91							35	91	126	126	
Potatoes	1								1		1	1	
Pulpwood				2,301						2,301	2,301	2,301	

Rye			112					3,475				3,587	3,587	112	3,475
Sawed lumber	3,452	1,708		25,410		66	8,248		1,887		5,405	35,366	40,771	28,320	12,451
Shingles							11,301			94		11,395	11,395		11,395
Square timber	435	234			498		280		266		1,199	514	1,713	634	1,079
Sugar and salt	20,099	31	716		6,517		20				27,382	54	27,386	20,849	6,537
Wheat		1,035,707		838,368			511,333			15,735		2,401,143	2,401,143	1,909,230	491,913
Wines, liquors and beers	5,829	8	160								5,989	8	5,997	5,997	
Wool	8						641				8	641	649	8	641
Total freight	644,899	1,585,279	22,157	915,601	2,236,880	23,265,870		2,070,307	206,716		4,974,243	25,977,466	30,951,709	3,177,581	27,774,128

TABLE 7 (No. 2)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Welland canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	19,680	15							19,680	15	19,695	19,695	
All other animal													
Barley		14,622	407						407	14,622	15,029	15,029	
Buckwheat													
Cement, bricks, &c	79,569	6,003						500	79,569	6,503	86,072	85,541	531
Coal, hard	731				224,782		24,451		246,964		246,964		246,964
" soft						2,160		370,558		372,718	372,718		372,718
Coke													
Corn		40,002				116,705		117,225		273,932	273,932	2,903	271,029
Dressed meats													
Flax		5,976								5,976	5,976	5,976	
Flour		53,513				2,852		696		57,061	57,061	53,073	3,988
Fruits and vegetables	184				19				203		203	184	19
Hay	317								317		317	317	
Hides and leather	20								20		20	20	
Household goods	8				2				10		10	8	2
Iron, pig and bloom	10,768	104	1,075					5,728	11,843	5,832	17,675	12,050	5,625
Iron and steel, all other	70,245	5,520	270			1,863		31,383	70,515	38,766	109,281	75,268	34,013
Live stock													
Merchandise	101,833	5,038	11,201		54,602	9,457		5,280	167,636	19,775	187,411	117,191	70,220
Oats		163,177						156		163,333	163,333	162,409	924
Other mill products		60				7,565		3,735		11,360	11,360	1,919	9,441
" packing house products	30								30		30	30	
" woods	75		2,264			3,800		387	2,339	4,187	6,526	2,339	4,187
Ore, all other			1,800		4,483				6,283		6,283	1,800	4,483
" copper													
" iron								31,197		31,197	31,197		31,197
Peas													
Petroleum	1,498	27,462	165		45			48,115	1,708	75,577	77,285	28,940	48,345
Poultry, game and fish	35				91				126		126	35	91
Potatoes													
Pulpwood	24,421		171,519		2,046				197,986		197,986	195,940	2,046

Rye		112								112	112	112		
Sawed lumber		86	1,042	693		26,331		7,657	1,042	34,767	35,809	1,821	33,988	
Shingles						60				60	60		60	
Square timber		5,582						4,460		10,042	10,042	4,265	5,777	
Sugar and salt	4,099	4,616	50		26,303			820	30,452	5,436	35,888	9,585	26,303	
Wheat		494,457				4,550		62,875		562,282	562,282	493,321	68,961	
Wines, liquors and beers	4,882	1,037	288		230			101	5,400	1,148	6,548	6,320	228	
Wool	369		20			9			389	9	398	389	9	
Total freight	318,764	827,392	190,101	693	309,603	175,752	24,451	690,873	842,919	1,694,710	2,537,629	1,296,480	1,241,149	

TABLE 7 (No. 3)—GENERAL STATEMENT showing the Quantity of each Through Article Transported on the Welland canal during the Season of Navigation in 1911.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	19,680	15							19,680	15	19,695	19,695	
All other animal													
Barley		14,622	407						407	14,622	15,029	15,029	
Buckwheat													
Cement, bricks, &c	79,569	1,055						500	79,569	1,555	81,124	80,593	531
Coal, hard	731				221,782		24,451		246,964		246,964		246,964
" soft						2,160		370,558		372,718	372,718		372,718
Coke													
Corn		40,002				116,705		117,225		273,932	273,932	2,903	271,029
Dressed meats													
Flax		5,976								5,976	5,976	5,976	
Flour		53,513				2,852		696		57,061	57,061	53,073	3,988
Fruits and vegetables	184				19				203		203	184	19
Hay	317								317		317	317	
Hides and leather	20								20		20	20	
Household goods	8				2				10		10	8	2
Iron, pig and bloom	10,768	104	1,075					5,728	11,843	5,832	17,675	12,050	5,625
Iron and steel, all other	70,245	2,959	270			1,863		31,383	70,515	36,205	106,720	72,707	34,013
Live stock													
Merchandise	101,493	4,988	11,201		54,602	9,457		5,280	167,291	19,725	187,021	116,801	70,220
Oats		163,177						156		163,333	163,333	162,409	924
Other mill products		60				7,565		3,735		11,360	11,360	1,919	9,441
" Packing house products	30								30		30	30	
" Woods			2,264			3,800			2,264	3,800	6,064	2,264	3,800
Ore, all other			1,800		4,483				6,283		6,283	1,800	4,483
" Copper													
" Iron								31,197		31,197	31,197		31,197
Peas													
Petroleum	1,498	27,462	165		45			18,115	1,708	75,577	77,285	28,940	48,345
Poultry, game and fish	35				91				126		126	35	91
Potatoes													
Pulpwood	9,117		171,519		2,046				182,682		182,682	180,636	2,046

Rye		112								112	112	112	
Sawed lumber			1,042	693		26,331		7,657	1,042	34,681	35,723	1,735	33,988
Shingles						60				60	60		60
Square timber		5,577						4,460		10,037	10,037	4,260	5,777
Sugar and salt	4,099	1,616	50		26,303			820	30,452	5,436	35,888	9,585	26,303
Wheat		490,315				4,950		62,875		558,140	558,140	489,179	68,961
Wines, liquors and beers	1,882	1,047	288		230			101	5,400	1,148	6,548	6,320	228
Wool	369		20			9			389	9	398	389	9
Total freight	303,945	815,600	190,101	693	309,603	175,752	24,451	690,486	827,200	1,682,531	2,509,731	1,268,969	1,240,762

TABLE 7 (No. 4)—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the Welland canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c		4,948								4,948	4,948	4,948	
Coal, hard													
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour													
Fruits and vegetables													
Hay													
Hides and leather													
Household goods													
Iron, pig and bloom													
Iron and steel, all other		2,561								2,561	2,561	2,561	
Live stock													
Merchandise	340	50							340	50	390	390	
Oats													
Other mill products													
" Packing house products													
" Woods	75							387	75	387	462	75	387
Ore, all other													
" Copper													
" Iron													
Peas													
Petroleum													
Poultry, game and fish													
Potatoes													
Pulpwood	15,304								15,304		15,304	15,304	
Rye													

Sawed lumber			86													86		
Shingles																		
Square timber			5													5		
Sugar and salt																		
Wheat			4,142													4,142		
Wines, liquors and beers																		
Wool																		
Total Freight	15,719	11,792							387	15,719	12,179	27,898			27,511		387	

TABLE 7—(No. 5)—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence canals during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	219	38							219	38	257	257	
All other animal	1,387	5,659							1,387	5,659	7,046	7,043	3
Barley	424	15,567							424	15,567	15,991	15,991	
Buckwheat	1	70							1	70	71	71	
Cement, bricks, &c	106,791	80,401			8				106,799	80,401	187,200	181,977	5,223
Coal, hard	7,518	3,354					419,294	7,518	422,648	430,166	7,085	423,081	
" soft	191,433	4,820					350,827	191,433	355,647	547,080	191,933	355,147	
Coke													
Corn	2,360	25,417					129,376	2,360	154,793	157,153	27,777	129,376	
Dressed meats	19	17			1				20	17	37	36	1
Flax		11,696								11,696	11,696	11,696	
Flour	1,557	51,316					661	1,557	51,977	53,534	52,873	661	
Fruits and vegetables	168	6,185			1				169	6,185	6,354	6,353	1
Hay	12,738	10,881							12,738	10,884	23,622	23,445	177
Hides and leather	7	43	2						9	43	52	52	
Household goods	691	1,075							691	1,075	1,766	1,766	
Iron, pig and bloom	7,756	303	125				2,900	7,881	3,203	11,084	8,184	2,900	
Iron and steel, all other	90,638	9,603					29,426	90,638	39,029	129,667	100,421	29,246	
Live stock	99	1,982						99	1,982	2,081	2,081		
Merchandise	102,827	30,168	9,793	1,100	166	12	3,249	112,786	34,529	147,315	142,116	5,199	
Oats	5,163	151,601						5,163	151,601	156,764	155,840	924	
Other mill products	8,314	3,112					1,876	8,314	4,988	13,302	11,426	1,876	
" packing house products	304	84						304	84	388	388		
" woods	1,310	6,569	2,264	240				3,574	6,809	10,383	9,429	954	
Ore, all other	3,982	100	1,800				392	6,174	100	6,274	5,110	1,164	
" copper													
" iron		8							8	8	8		
Peas	8	105						8	105	113	113		
Petroleum	2,526	18,887	165				33,651	2,691	52,538	55,229	21,505	33,724	
Poultry, game and fish	37	42						37	42	79	79		
Potatoes	759	175			1			760	175	935	934	1	
Pulpwood	3,570	135	306,730					310,300	135	310,435	310,435		

Rye														
Sawed lumber	34,597	126,262	7,790	36,745	17			300	42,404	163,307	205,711	205,404		307
Shingles		16								16	16	16		
Square timber	168	24,442							168	24,442	24,610	24,610		168
Sugar and salt	15,112	3,380							15,112	3,380	18,492	18,324		168
Wheat	20,592	492,419						50,544	20,592	542,963	563,555	511,841	51,714	
Wines, liquors and beers	6,309	610	63						6,372	610	6,982	6,982		
Wool	258	2							258	2	260	260		
Total freight	629,642	1,086,547	328,732	38,085	194	12	392	1,022,104	958,960	2,146,748	3,105,708	2,063,861	1,041,847	

TABLE 7 (No. 6)—GENERAL STATMENT showing the Quantity of each Through Article Transported on the St. Lawrence canals during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	81								81		81	81	
All other animal	142	4,013							142	4,013	4,155	4,155	
Barley	408	14,853							408	14,853	15,261	15,261	
Buckwheat		58								58	58	58	
Cement, bricks, &c	14,797	6,165							14,797	6,165	20,962	20,962	
Coal, hard	2,680							413,185	2,680	413,185	415,865	2,680	413,185
" soft	3,550	4,216						339,073	3,550	343,289	346,839	3,550	343,289
Corn													
Coke	280	4,863						129,376	280	134,239	134,519	5,143	129,376
Dressed meats		2								2	2	2	
Flax		11,696								11,696	11,696	11,696	
Flour	15	45,228						661	15	45,889	45,904	45,243	661
Fruits and vegetables	20	5,518							20	5,518	5,538	5,538	
Hay	276								276		276	276	
Hides and leather													
Household goods	283	855							283	855	1,138	1,138	
Iron, pig and bloom	4,977	61	125					2,900	5,102	2,961	8,063	5,163	2,900
Iron and steel, all other	71,478	5,515						29,426	71,478	34,941	106,419	77,173	29,246
Live stock	1	19							1	19	20	20	
Merchandise	88,549	20,451	9,793					3,076	98,342	23,527	121,869	127,267	3,602
Oats		147,180								147,180	147,180	146,256	924
Other mill produce	42	2,091						1,876	42	3,967	4,009	2,133	1,876
" packing house products		15								15	15	15	
" woods		37	2,261						2,264	37	2,301	2,301	
Ore, all other			1,800						1,800		1,800	1,800	
" Copper													
" Iron													
Peas		41								41	41	41	
Petroleum	1,803	18,396	165					33,651	1,968	52,047	54,015	20,291	33,724
Poultry, game and fish	37								37		37	37	
Potatoes	137	8							137	8	145	145	
Pulpwood	3,150		306,730						309,880		309,880	309,880	

Rye	825								300	8,615	300		8,915	8,615	300
Sawed lumber			7,740												
Shingles		3,360									3,360		3,360	3,360	
Square timber		2,515								6,520	2,515		9,035	9,035	
Sugar and salt	6,520	490,630							30,544		541,174		541,174	489,460	51,714
Wheat	5,244	592	63							5,307	592		5,899	5,899	
Wines, liquors and beers	258									258			258	258	
Wool															
Total freight	205,553	788,378	328,730						1,004,008	534,283	1,792,446		2,326,729	1,315,932	1,010,797

TABLE 7 (No. 7).—GENERAL STATEMENT showing the Quantity of each Way Article Transported on the St. Lawrence canals, during Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States. Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	138	38							138	38	176	176	
All other animal	1,245	1,646							1,245	1,646	2,891	2,888	3
Barley	16	714							16	714	730	730	
Buckwheat	1	12							1	12	13	13	
Cement, bricks, &c	91,994	74,236			8				92,002	74,236	166,238	161,015	5,223
Coal, hard	4,838	3,354						6,109	4,838	9,463	14,301	4,405	9,896
" soft	187,883	604						11,754	187,883	12,358	200,241	188,383	11,858
Coke													
Corn	2,080	20,554							2,080	20,554	22,634	22,634	
Dressed meats	19	15			1				20	15	35	34	1
Flax													
Flour	1,542	6,088							1,542	6,088	7,630	7,630	
Fruits and vegetables	148	667			1				149	667	816	815	1
Hay	12,462	10,884							12,462	10,884	23,346	23,169	177
Hides and leather	7	43	2						9	43	52	52	
Household goods	408	220							408	220	628	628	
Iron, pig and bloom	2,779	242							2,779	242	3,021	3,021	
Iron and steel, all other	19,160	4,088							19,160	4,088	23,248	23,248	
Live stock	98	1,963							98	1,963	2,061	2,061	
Merchandise	14,278	9,717		1,100	166	12		173	14,444	11,002	25,446	23,849	1,597
Oats	5,163	4,421							5,163	4,421	9,584	9,584	
Other mill products	8,272	1,021							8,272	1,021	9,293	9,293	
" packing house products	304	69							304	69	373	373	
" woods	1,310	6,532		240					1,310	6,772	8,082	7,128	954
Ore, all other	3,982	100					392		4,374	100	4,474	3,310	1,164
" copper													
" iron		8								8	8	8	
Peas	8	64							8	64	72	72	
Petroleum	723	491							723	491	1,214	1,214	
Poultry, game and fish		42								42	42	42	
Potatoes	622	167			1				623	167	790	789	1

	420	135							420	135	555	535		
Pulpwood														
Rye														
Sawed lumber	33,772	126,262		36,745	17				33,789	163,007	196,796	196,789		7
Shingles		16								16	16	16		
Square timber	168	21,082							168	21,082	21,250	21,250		
Sugar and salt	8,592	865							8,592	865	9,457	9,289		168
Wheat	20,592	1,789							20,592	1,789	22,381	22,381		
Wines, liquors and beers	1,065	18							1,065	18	1,083	1,083		
Wool		2								2	2	2		
Total freight	424,089	288,169	2	38,085	194	12	392	18,036	424,077	354,302	778,979	747,929	31,050	

TABLE 7 (No. 8).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Chambly canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	167	36						6	6	167	209	209	
All other animal													
Barley													
Buckwheat													
Cement, bricks, &c	371	30						10,952	371	10,982	11,353	401	10,952
Coal, hard	107							118,119	107	118,119	118,226	107	118,119
" soft	35							436	35	436	471	35	436
Coke													
Corn	47	98							47	98	145	145	
Dressed meats													
Flax													
Flour	1,032								1,032		1,032	1,032	
Fruits and vegetables	899	1,785							899	1,785	2,684	2,684	
Hay	404	8,424	27,996						28,400	8,424	36,824	36,824	
Hides and leather													
Household goods	108	13							108	13	121	121	
Iron, pig and bloom	153								153		153	153	
Iron and steel, all other	826	5							826	5	831	831	
Live stock	2	243							2	245	245		
Merchandise	1,393	700	170					9,561	1,563	10,261	11,824	2,263	9,561
Oats	4	1,034							4	1,034	1,038	1,038	
Other mill products	108								108		108	108	
" Packing house products	62	4							62	4	66	66	
" Woods	240	239							240	239	479	479	
Ore, all other	75	18						1,903	75	1,921	1,996	93	1,903
" Copper													
" Iron								14,844		14,844	14,844		14,844
Peas													
Petroleum	80								80		80	80	
Poultry, game and fish	3	1							3	1	4	4	
Potatoes	58	4							58	4	62	62	
Pulpwood	289,728								289,728		289,728	289,728	

| | | |

TABLE 7 (No. 9)—GENERAL STATEMENT Showing the Quantity of each Article Transported on the St. Peters canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	6								6		6	6	
All other animal													
Barley	1								1		1	1	
Buckwheat													
Cement, bricks, &c	982	5,678							982	5,678	6,660	6,660	
Coal, hard	241								241		241	241	
" soft	28	37,255							28	37,255	37,283	37,283	
Coke													
Corn													
Dressed meats	493								493		493	493	
Flax													
Flour	2,209	10							2,209	10	2,219	2,219	
Fruits and vegetables	1,296	3							1,296	3	1,299	1,299	
Hay	1,501								1,501		1,501	1,501	
Hides and leathers													
Household goods	8								8		8	8	
Iron, pig and bloom	134	166							134	166	300	300	
Iron and steel, all other	10	170							10	170	180	180	
Live stock	1								1		1	1	
Merchandise	2,268	229							2,268	229	2,497	2,497	
Oats	3,833								3,833		3,833	3,833	
Other mill products	954								954		954	954	
" packing house products	3								3		3	3	
" woods	709	854							709	854	1,563	1,563	
Ore, all other		135								135	135	135	
" copper													
" iron													
Peas	3								3		3	3	
Petroleum	582	2							582	2	584	584	
Poultry, game and fish	243	1,413							243	1,413	1,656	1,656	
Potatoes	6,695	33							6,695	33	6,728	6,728	
Pulpwood													
Rye													

| | | |

TABLE 7 (No. 10)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Murray canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal	10	76							10	76	86	86	
Barley		144								144	144	144	
Buckwheat													
Cement, bricks, &c	78,000								78,000		78,000	78,000	
Coal, hard	474	371						2,823	474	3,194	3,668	845	2,823
" soft	317	250						849	317	1,099	1,416	290	1,126
Coke													
Corn													
Dressed meats	1	3							1	3	4	4	
Flax													
Flour													
Fruits and vegetables	530	433							530	433	963	963	
Hay													
Hides and leather													
Household goods	17	11						1	17	12	29	28	1
Iron, pig and bloom	35	367							35	367	402	402	
Iron and steel	21	715							21	715	736	718	18
Live stock	4	4							4	4	8	8	
Merchandise	59,778	1,328	2					7	59,780	1,335	61,115	61,082	33
Oats													
Other mill products													
" packing house products		10								10	10	10	
" woods	5								5		5	5	
Ore, all other	12,130								12,130		12,130	12,130	
" copper													
" iron													
Peas													
Petroleum	29	45							29	45	74	54	20
Poultry, game and fish	5								5		5	5	
Potatoes		2								2	2	2	
Pulpwood	1,569								1,569		1,569	1,569	
Rye													
Sawed lumber	35								35		35	28	7

| | | |

TABLE 7 (No. 11)—GENERAL STATEMENT showing the Quantity of each Article Transported on the Ottawa canals during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.
Agricultural implements	121	26							121	26	147	147	
All other animal	68	1,595							68	1,595	1,663	1,663	
Barley													
Buckwheat													
Cement, bricks, &c	3,081	45,225							3,081	45,225	48,306	17,970	336
Coal, hard	888						3,085		3,973		3,973	13	3,960
" soft	31,139								31,139		31,139	29,617	1,522
Coke													
Corn	87								87		87	87	
Dressed meats	18	2							18	2	20	20	
Flax		2								2	2	2	
Flour	603	27							603	27	630	630	
Fruits and vegetables	99	618							99	618	717	717	
Hay		6,478		91						6,569	6,569	6,569	
Hides and leather		4								4	4	4	
Household goods	305	28							305	28	333	333	
Iron, pig and bloom	820	4							820	4	824	824	
Iron and steel, all other	857	29							857	29	886	886	
Live stock	52	381							52	384	436	436	
Merchandise	6,150	4,362							6,150	4,162	10,312	9,792	520
Oats	15	598							15	598	613	613	
Other mill products	58	433							58	433	491	491	
" packing house products	290	16							290	16	306	306	
" woods	184	24,443		240					184	24,683	24,867	24,867	
Ore, all other	3,300						1,164		4,464		1,464	3,000	1,464
" copper													
" iron													
Peas	3								3		3	3	
Petroleum	667	77							667	77	744	744	
Poultry, game and fish		38								38	38	38	
Potatoes	518	138							518	138	656	656	
Pulpwood													
Rye		2								2	2	2	
Sawed lumber	211	133,023		41,009					211	174,042	174,253	174,253	

| | | |

No. 7. (No. 12.)—General Statement showing the Quantity of each article transported on the Rideau canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	430	323							430	323	753	753	
All other animal	300	1,715							300	1,715	2,015	2,015	
Barley													
Buckwheat		8								8	8	8	
Cement, bricks, &c	46,479	50,498							46,479	50,498	96,977	96,717	260
Coal, hard	2,055	364						6,298	2,055	6,662	8,717	371	8,346
" soft	1,102	366						3,720	1,102	4,086	5,188	1,365	3,823
Coke													
Corn	17	260							17	260	277	217	60
Dressed meats	87	64							87	64	151	151	
Flax													
Flour	132	380							132	380	512	512	
Fruits and vegetables	148	184							148	184	332	332	
Hay	2,663	65							2,663	65	2,728	2,728	
Hides and leather	4	11							4	11	15	15	
Household goods	408	217							408	217	625	625	
Iron, pig and bloom	848	44							848	44	892	892	
Iron and steel, all other	1,006	245							1,006	245	1,251	1,251	
Live stock	17	13							17	13	30	30	
Merchandise	4,983	3,771							4,983	3,771	8,754	8,754	
Oats	74	777							74	777	851	851	
Other mill products	105	303							105	303	408	408	
" packing house products	346	87							346	87	433	433	
" woods	5,137	1,084							5,137	1,084	6,221	6,221	
Ore, all other	113	154							113	154	267	267	
" copper													
" iron													
Peas	7	4							7	4	11	11	
Petroleum	780	406							780	406	1,186	1,186	
Poultry, game and fish	12	16							12	16	28	28	
Potatoes	292	34							292	34	326	326	
Pulpwood	1,425	1,422							1,425	1,422	2,847	2,847	
Rye													
Sawed lumber	4,359	20,248							4,359	20,248	24,607	24,607	

Shingles	40	28								40	28	68						
Square timber	603	4								603	4	607						
Sugar and salt	2,327	847								2,327	847	3,174						
Wheat	2	629								2	629	631						
Wines, liquors and beers	1,072	253								1,072	253	1,325						
Wool	5	7								5	7	12						
Total freight	77,378	84,831								77,378	94,849	172,227	10,018				150,738	12,489

TABLE 7 (No. 13).—GENERAL STATEMENT showing the Quantity of each Article Transported on the Trent Valley canals during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements	28	15							28	15	43	43	
All other animal	57	27							57	27	84	84	
Barley	10	5							10	5	15	15	
Buckwheat	5								5		5	5	
Cement, bricks, &c.	1,914	130							1,914	130	5,044	5,044	
Coal, hard	332								332		332	332	
" soft	454								454		454	454	
Coke													
Corn													
Dressed meats													
Flax													
Flour	41	33							41	33	74	74	
Fruits and vegetables	4								4		4	4	
Hay	25								25		25	25	
Hides and leather	3								3		3	3	
Household goods	49	22							49	22	71	71	
Iron, pig and bloom	5	40							5	40	45	45	
Iron and steel, all other	57	106							57	106	163	163	
Live stock	266	44							266	44	310	310	
Merchandise	1,710	5,417							1,710	5,417	7,127	7,127	
Oats	16								16		16	16	
Other mill products	48	47							48	47	95	95	
" packing house products													
" woods	12,620	5,868							12,620	5,868	18,488	18,488	
Ore, all other		11,263								11,263	11,263	11,263	
" copper													
" iron													
Peas	27	6							27	6	33	33	
Petroleum	18	1							18	1	19	19	
Poultry, game and fish													
Potatoes	129								129		129	129	
Pulpwood	1,385	7,080							1,385	7,080	8,465	8,465	
Rye													
Sawed lumber	1,093	1,460							1,093	1,460	2,553	2,553	

Shingles	35	69						35	69	104	104	
Square timber		1,732							1,732	1,732	1,732	
Sugar and salt	4	3						4	3	7	7	
Wheat	547	8						547	8	555	555	
Wines, liquors and beers	26	6						26	6	32	32	
Wool												
Total freight	23,908	33,382						23,908	33,382	57,290	57,290	

TABLE 7 (No. 14).—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Andrews canal during the Season of Navigation in 1911.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United Statss Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	United States.
Agricultural implements													
All other animal	7								7		7	7	
Barley													
Buckwheat													
Cement, bricks, &c													
Coal, hard	119	8							119	8	127	127	
" soft													
Coke													
Corn													
Dressed meats													
Flax													
Flour		8								8	8	8	
Fruits and vegetebles													
Hay	60								60		60	60	
Hides and leather													
Household goods													
Iron, pig and bloom													
Iron and steel, all other	1	3							1	3	4	4	
Live stock													
Merchandise	27,705	5,443							27,705	5,443	33,148	33,148	
Oats													
Other mill products		7								7	7	7	
" packing house products													
" woods	1,452	54							1,452	54	1,506	1,506	
Ore, all other													
" copper													
" iron													
Peas													
Petroleum		1								1	1	1	
Poultry, game and fish													
Potatoes													
Pulpwood	10,163								10,163		10,163	10,163	
Rye													

	1,096	1,008					1,096	1,008	2,104	2,104
Sawed lumber										
Shingles										
Square timber										
Sugar and salt										
Wheat										
Wines, liquors and beer										
Wool										
Total freight	40,0603	6,532					40,603	6,532	47,135	47,135

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 5,142 tons	1	5,142	1	5,000 to —— tons		
2	4,000 " 5,000 "	2	9,000	2	4,000 " 5,000 "		
3	3,000 " 4,000 "	2	6,800	3	3,000 " 4,000 "		
4	2,000 " 3,000 "	9	21,500	4	2,000 " 3,000 "		
5	1,000 " 2,000 "	62	80,500	5	1,000 " 2,000 "		
6	Under 1,000 "	49	14,680	6	Under 1,000 "	21	4,100
	Total	125	137,622		Total	21	4,100

WELLAND

1	250 to 1,597 tons	81	79,800	1	250 to 1,226 tons	18	12,550
2	200 " 249 "	3	600	2	200 " 249 "	2	425
3	150 " 199 "	2	300	3	150 " 199 "	1	150
4	100 " 149 "	2	250	4	100 " 149 "	10	1,100
5	50 " 99 "	4	330	5	50 " 99 "	3	200
6	Under 50 "	16	410	6	Under 50 "	2	10
	Total	108	81,790		Total	36	14,435

ST. LAWRENCE

1	250 to 1,597 tons	99	87,790	1	150 to 1,184 tons	96	46,220
2	200 " 249 "	9	1,940	2	200 " 249 "	10	2,140
3	150 " 199 "	9	1,540	3	150 " 199 "	32	5,140
4	100 " 149 "	29	3,080	4	100 " 149 "	90	10,920
5	50 " 99 "	33	2,320	5	50 " 99 "	78	5,800
6	Under 50 "	86	1,530	6	Under 50 "	16	640
	Total	265	98,200		Total	322	70,860

RIDEAU, OTTAWA

1	250 to 370 tons	5	1,450	1	250 to 410 tons	3	980
2	200 " 249 "	1	230	2	200 " 249 "	8	1,670
3	150 " 199 "	7	1,200	3	150 " 199 "	37	6,030
4	100 " 149 "	11	1,220	4	100 " 149 "	52	6,280
5	50 " 99 "	15	980	5	50 " 99 "	29	2,115
6	Under 50 "	64	985	6	Under 50 "	18	380
	Total	103	6,065		Total	147	17,455

passed through the following canals during the Season of Navigation, 1911.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	5,000 to 6,498 tons	56	234,898	1	5,000 to —— tons		
2	4,000 " 5,000 "	77	452,100	2	4,000 " 5,000 "	1	44,000
3	3,000 " 4,000 "	110	348,000	3	3,000 " 4,000 "	5	16,000
4	2,000 " 3,000 "	39	92,300	4	2,000 " 3,000 "	6	15,400
5	1,000 " 2,000 "	54	86,800	5	1,000 " 2,000 "	1	1,000
6	Under 1,000 "	34	10,905	6	Under 1,000 "	15	6,525
	Total	370	1,225,003		Total	28	43,625

CANAL.

1	250 to 1,993 tons	66	65,275	1	250 to 1,599 tons	26	21,750
2	200 " 249 "	5	1,050	2	200 " 249 "	4	825
3	150 " 199 "	2	325	3	150 " 199 "		
4	100 " 149 "	1	125	4	100 " 149 "		
5	50 " 99 "	6	440	5	50 " 99 "	3	260
6	Under 50 "	24	540	6	Under 50 "	4	70
	Total	104	67,755		Total	37	22,905

CANAL.

1	250 to 1,640 tons	27	26,086	1	250 to 1,316 tons	14	8,422
2	200 " 249 "			2	200 " 249 "		
3	150 " 199 "	1	180	3	150 " 199 "		
4	100 " 149 "	8	940	4	100 " 149 "	38	4,310
5	50 " 99 "	4	235	5	50 " 99 "	58	5,674
6	Under 50 "	20	230	6	Under 50 "		
	Total	60	27,671		Total	110	18,406

AND CHAMBLY CANALS.

1	250 to —— tons			1	250 to —— tons		
2	200 " 249 "			2	200 " 249 "		
3	150 " 199 "			3	150 " 199 "	9	1,430
4	100 " 119 "			4	100 " 149 "	174	18,670
5	50 " 99 "			5	50 " 99 "	481	46,340
6	Under 50 "	1	30	6	Under 50 "	1	5
	Total	1	30		Total	665	66,445

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 feet minimum depth of water.)

	Miles.
1. Lachine canal	8½
Lake St. Louis and River St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and River St. Lawrence	33
3. Cornwall canal	11
River St. Lawrence	5
4. Farran's Point canal	1½
River St. Lawrence	10
5. Rapide Plat canal	3⅜
River St. Lawrence	4
6. Galops canal	7⅓
River St. Lawrence and Lake Ontario	236
7. Welland canal	26¾
Lake Erie, Detroit river, Lake St. Clair, Lake Huron, &c.	580
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur	266
Total	1,223 17/24
To Duluth	1,357
Chicago	1,286

Second.—Ottawa to Lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to Lake Huron at mouth of River Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The River St. Lawrence with the system of canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of Lake Superior, a distance of 2,200 statute miles. The distance to Duluth is 2,343 statute miles. The distance to Chicago, 2,272 miles.

From the Straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 986 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through Lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year, assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the River St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of Lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and Lake Superior, are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 73 miles; total lockage (or height directly overcome by locks), 551 feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of Lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between Lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the River St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and Lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821
" completed	1825
First enlargement commenced	1843
" completed	1848
Second enlargement commenced	1873
" completed	1901
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent of the River St. Lawrence. They are 986 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892
Open for traffic	1899
Length of canal	14 statute miles.
Number of locks, lift	4
Number of locks, guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 feet
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "
Number of arc lights	219 of 2,000 c. p. each.

The canal extends from Cascade point to Coteau Landing, overcoming the Cascade Rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of locks	270 feet by 75 feet.
Total rise of lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The old lift locks, 200 feet by 45 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis, of 32¾ miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat and Galops canals are collectively known as the Williamsburg Canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet
Old lock	200 "
Total rise or lockages	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the River St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
" opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	152 "

The old lift lock, 200 feet by 45, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal, there is a navigable stretch of 10½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	7¾ miles.
Number of locks	3
Dimensions of locks, one of which is a guard lock.	2–270 by 45.
	1–800 by 45.
Total rise of lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface	120
Depth below lowest known lake level	11

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, Lake Ontario, to Port Colborne, Lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	27½ miles	26¾ miles
Pairs of guard-gates (formerly 3)		2
Number of locks, lift	26	25
Number of locks, guard	1	1
Dimensions	1 lock 200 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	270 feet x 45 feet.
Total rise or lockage	326¾ feet	326¾ feet.
Depth of water on sills	10½ "	14 "
Construction commenced, 8 feet		1824
" Completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to River Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to River Niagara	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 by 26½ feet.
Total lockage from the canal at Welland down to River Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ feet. 1 of 200 by 45 feet.
Total rise or lockage	7 to 8 feet.
Depth of water on sills	9 feet.

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Total rise or lockage	7½ feet.
Depth of water on sills	11 "

The Welland canal has two entrances from Lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through Lake Erie, the Detroit river, Lake St. Clair, the St. Clair river, Lake Huron and River St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through Lake Superior to Port Arthur is 266 miles, and to Duluth 400 miles.

SAULT STE. MARIE CANAL.

Construction commenced	1888
Opened for traffic	1895
Length of canal, between the extreme ends of the entrance piers	5,967 feet.
Number of locks	1
Dimensions of locks	900 feet by 60 feet.
Depth of water on sills (at lowest known water level)	20 feet 3 inches.
Total rise or lockage	18 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the River St. Mary, and, with that river, gives communication on Canadian territory between Lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower River Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the River Rideau and the Rideau canal to Kingston, on Lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.	Grenville canal.
Carillon canal.	Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance, from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23
Ste. Anne's lock and piers	⅛	23
Ste. Anne's lock to Carillon canal	27	50
The Carillon canal	¾	51
The Carillon to Grenville canal	6¼	57
The Grenville canal	5¾	63
From the Grenville canal to entrance of Rideau navigation	56	119
Rideau navigation ending at Kingston	126¼	245

STE. ANNE'S LOCK.

Construction commenced	1814.
" completed	1816
Rebuilt of wood	1833
" in masonry	1843.

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise or lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the River Ottawa which forms the Lake of Two Mountains, 23½ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet.
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is navigable stretch of 27 miles, through the Lake of Two Mountains and the River Ottawa.

By the construction of the Carillon dam across the River Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Construction commenced	1819
" completed	1833
Enlargement commenced	1871
" completed	1887
Length of canal	5¾ miles.
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the River Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced	1826
" completed	1832

The Rideau system connects the River Ottawa, at the city of Ottawa, with the eastern end of Lake Ontario, at Kingston.

Length of navigation waters	126¼ miles.
Number of locks going from Ottawa to Kingston	35 ascending. 14 descending.
Total lockage.....446½ feet	282¼ rise and 164 fall at high water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	4½ "
Breadth of canal reaches at bottom	60 feet in earth. 54 feet in rock.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Construction commenced	1883	
" completed	1892	
Length of canal	7	miles.
Number of locks	2	
Dimensions of locks	134	feet x 33 feet.
Total rise or lockage	26	"
Depth of water on sills	5	" 6 inches.
Length of dam	200	"
Breadth of canal at bottom	40	"
Breadth of canal at surface of water	40	" in rock.
	60	" in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on Lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper Lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the River Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the River Tay system, discharging into Lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into Lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of Lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the River Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the Rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the River Richelieu, through the St. Ours lock to the basin of Chambly; thence, by the Chambly canal, to St. Johns, and up the River Richelieu to Lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of Lake Champlain is entered, and connection is obtained with the River Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844	
" completed	1849	
Length	⅛	mile.
Number of locks	1	
Dimensions of lock	200	feet by 45 feet.
Total rise of lockage	5	"
Depth of water on sills	7	feet at low water.
Length of dam in eastern channel	300	"
Length of dam in western channel	690	"

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced	1831		
" completed	1843		
Length of canal	12	miles.	
Number of locks	9		
Dimensions of locks:—			
Guard lock, No. 1 at St. Johns	122	feet.	From 22½ to 24 feet wide.
Lift " 2	124	"	
" " 3, 4, 5, 6	118	"	
" " 7, 8, 9 combined	125	"	
Total rise or lockage	74	"	
Depth of water on sills	7	"	
Breadth of canal at bottom	36	"	
Breadth of canal at surface of water	60	"	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between Lake Ontario and Lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the River Trent, on the Bay of Quinté, Lake Ontario, to Lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between Lake Huron and Lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the River Trent, Rice lake, the River Otonabee and Lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to Lake Balsam, the summit water, about 165 miles from Trenton; from Lake Balsam by a canal and the River Talbot to Lake Simcoe; thence by the River Severn to Georgian bay, Lake Huron; the total distance being about 200 miles, of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these

waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through Lake Scugog to Port Perry, a distance of 190 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:—

From Trenton, Bay of Quinté to Nine Mile rapids ..	—	9
Nine Mile rapids to Percy landing..	19½	—
Percy landing to Heeley's Falls dam..	—	14½
Heeley's Falls dam to Peterborough..	51¾	—
Peterborough to Lakefield..	—	9½
Lakefield to a point across Balsam lake..	61	—
	132¼	33
Total distance, Bay of Quinté to a point across Balsam lake..		165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of Lake Scugog..		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine Mile rapids of the River Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchemannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn rapids, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1	Lock	at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6′ to 6′ 6″ depth water on mitre sill.			
2	Locks	at Fenelon.... ..	134′ x 33′ x 5′ 0″ to	7′ 6″	depth water on mitre sill.
1	"	Lindsay	134′ x 33′ x 5′ 0″ to	7′ 6″	" "
1	"	Bobcaygeon ..	134′ x 33′ x 5′ 8″ to	7′ 0″	" "
1	"	Buckhorn	134′ x 33′ x 5′ 0″ to	9′ 0″	" "
1	"	Lovesick	134′ x 33′ x 5′ 0″ to	9′ 4″	" "
2	"	Burleigh	134′ x 33′ x 6′ 0″ to	8′ 0″	" "
1	"	Young's point.	134′ x 33′ x 5′ 0″ to	14′ 0″	" "
1	"	Peterborough .	134′ x 33′ x 5′ 0″ to	10′ 0″	" "
1	"	Hastings	134′ x 33′ x 7′ 0″ to	10′ 6″	" "
1	"	Chisholms . ..	134′ x 33′ x 5′ 0″ to	8′ 6″	" "

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal	About 2,400 feet.
Breadth at water line	50 feet.
Lock	One tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	4 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Bearharnois. These were:—

COTEAU DU LAC CANAL.

Construction commenced	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington Bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction	commenced	1825
"	completed	1832

DESJARDINS CANAL.

Construction	commenced	1826
"	completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

ST. LAWRENCE NAVIGATION—TABLE OF DISTANCES.

FROM STRAITS OF BELLE-ILE TO PORT ARTHUR, AT HEAD OF LAKE SUPERIOR BY WATER.

From	To	Sections of Navigation.	Statute Miles. Intermediate.	Statute Miles. Total to Straits of Belle-Ile.
Straits of Belle-Ile	Cape Whittle	Gulf of St. Lawrence	240	240
Cape Whittle	West Point, Anticosti	"	201	441
West Point, Anticosti	Father Point	River St Lawrence	202	643
Father Point	Rimouski	"	6	649
Rimouski	Bic	"	12	661
Bic	Isle Verte	"	39	700
Isle-Verte (opp. Saguenay)	Quebec	"	126	826
Quebec	Three Rivers	" to tide-water	74	900
Three Rivers	Montreal	"	86	986
Montreal	Lachine	Lachine Canal	8½	994½
Lachine	Cascade Point	Lake St. Louis	16	1,009¾
Cascade Point	Coteau Landing	Soulanges Canal	14	1,021
Coteau Landing	Cornwall	Lake St. Louis	30	1,053¾
Cornwall	Dickinson's Landing	Cornwall Canal	11½	1,065¼
Dickinson's Landing	Farran's Point	River St. Lawrence	5	1,070¼
Farran Point	Upper end of Croyle's Island	Farran's Point	¾	1,071
Upper end Croyle's Island	Williamsburg or Morrisburg	River St. Lawrence	10¼	1,081½
Williamsburg	Rapide Plat	Rapide Plat Canal	4	1,085½
Rapide Plat	Point Iroquois Village	River St. Lawrence	4½	1,090
Point Iroquois Village	Upper end Presqu'Ile	Point Iroquois Canal	3	1,093
Presqu-Ile	Point Cardinal, Edwardsburg	Junction Canal	2⅝	1,095⅝
Point Cardinal	Head of Galops Rapids	Galops Canal	2	1,097⅝
Galops Rapids	Prescott	River St. Lawrence	7⅜	1,105
Prescott	Kingston	"	59	1,164
Kingston	Port Dalhousie	Lake Ontario	170	1,334
Port Dalhousie	Port Colborne	Welland Canal	26¾	1,360¾
Port Colborne	Amherstburg	Lake Erie	232	1,592¾
Amherstburg	Windsor	River Detroit	18	1,610¾
Windsor	Foot of St. Mary's Island	Lake St. Clair	25	1,635¾
Foot of St. Mary's Island	Sarnia	River St. Clair	33	1,668¾
Sarnia	Foot of St. Joseph Island	Lake Huron	270	1,938¾
Foot of St. Joseph's Island	Foot of Sault Ste. Marie	River Ste. Marie	47	1,985¾
Sault-Ste. Marie	Head of Sault Ste. Marie	Sault Ste. Marie Canal	1	1,986¾
Head of Sault Ste. Marie	Point aux Pins	River Ste. Marie	7	1,993¾
Pointe aux Pins	Port Arthur	Lake Superior	266	2,259¾
Port Arthur to Lake Shebandowan			45	
Lake Shebandowan to North-west Angle			312	
North-west Angle to Winnipeg			95	
Pointe aux Pins to Duluth			390	

Of the 2,259¾ miles from the Straits of Belle-Ile to the head of Lake Superior, 73½ miles are artificial navigation, and 2,188¾ open navigation.

Straits of Belle-Ile to Liverpool, 1,942 geographical or 2,234 statute miles.

The total fall from Lake Superior to tide-water is about 600 feet.

The steamboat voyage from Collingwood to Port Arthur is 532 miles.

" " Depot Harbour to Port Arthur is 510 miles; to Duluth is 644 miles; to Chicago 525 miles, and to Milwaukee, 442 miles.

SESSIONAL PAPER No. 20a

TABLE of distances of Stations between the cities of Ottawa and Kingston.

No. of Station.	Name of Station.	Distances from Ottawa.	Locks.		Dams.			Length of Artificial Canal at each Station in miles.
			No.	Lift at Low water.	No.	Length.	Height.	
		Miles.		Rise. Ft. In.		Feet.	Feet.	
1	Ottawa	0	8	82 0	3	230 1,320 1,616	13 33 14	
2	Hartwell's	4¼	2	22 0	...	100	28	4·00
3	Hogsback	5½	2	13 6	1	320	60	
4	Black Rapids	9½	1	10 0	1	300	12	0·13
5	Long Island	14⅝	3	27 0	3	850	68	0·13
6	Burritt's	40¾	1	10 6	1	240	14	1·50
7	Nicholson	43⅝	2	15 2	1	500	9	0·50
8	Clowes	44½	1	10 6	1	481	16	0·05
9	Merrickville	46⅜	3	25 0	1	150	6	0·33
10	Maitland	55	1	4 9	1	270	8	0·13
11	Edmunds	59½	1	10 10	1	343	8	0·06
12	Old Slys	60⅞	2	15 6	1	250	20	0·25
13	Smith's Falls	61½	4	33 9	2	600	24	0·13
14	First Rapids or Poonamalie	64	1	7 9	1	260	5	1·25
15	Narrows	83¼	1	4 0	1	600	9	0·06
	Total rise at low water	...	...	292 3				
				Fall.				
16	Isthmus	87½	1	4 0	....	.....	.....	1·25
17	Chaffey	92	1	12 6	....	.....	.....	0·13
18	Davis	94½	1	9 0	1	300	15	0·06
19	Jones' Falls	97¼	4	60 0	1	300	60	0·25
20	Brewer's Upper Mills	108¼	2	19 0	1	200	20	1·75
21	" Lower Mills	110	1	14 2	1	200	12	4·25
22	Kingston Mills	120¼	4	46 8	1	6,042	14	0·25
23	Kingston	126¼	....	.....	....	.....	.....	.....
	Total fall at low water	.....	....	165 4	....	.....	.....	.....
	Total	.....	47	.....	24	15,472	.....	16·46

INDEX

CANAL STATISTICS FOR SEASON OF NAVIGATION, 1910.

INTRODUCTION— PAGE.

Comparison of Traffic—Canals.....
Tonnage of Freight and Vessels for a number of years 7, 18
Statement of grain passed down the Welland canal. 19
" " to Montreal by Grand Trunk and Canadian Pacific Railways..... 20
" " " St. Lawrence canals..... 20
" of Transhipment of Grain at Kingston and Prescott..... 21
" East and West-Bound Freight..... 22
" Through Freights, East and West, by Welland and St. Lawrence canals, also Freight from U. S. to U. S. Ports..... 23
" Number of vessels and total quantity of freight through the Welland canal, also total from U. S. to U. S. Ports for a number of years..... 24
" of the total quantity of freight through the several divisions of the canals..... 25
Comparative Statement of the Commerce through the United States, St. Mary's Falls and the Canadian Sault Ste. Marie canals for 1909 and 1910..... 26, 27
Table A.—Statement of freight moved Up and Down the Welland canal for a series of years. 28, 29
" B.—Vegetable Food cleared downward through the Welland canal for a number of years..... 30
" C.—Statement of freight passed through the Welland canal in transit between Ports of the United States 31, 32
" D —Through freight passed Down the Welland canal in Canadian and United States vessels. ..... 33 to 36
Recapitulation West Bound Through freight, Welland canal..... 37
" East and West Bound Through freight, Welland canal..... 37
" F.—Freight passed Eastward from Lake Erie to Montreal..... 38, 39
" G.—Freight passed Westward from Montreal to Lake Erie..... 40, 41
" H.—Freight passed Eastward through Welland canal from U. S. to U. S. Ports..... 42, 43
" L.—Quantity of grain transdhipped at Kingston, Prescott and Ogdensburg..... 44
" M.—Coal passed through the Welland canal from 1885 to 1910..... 45
" N.—Coal passed the St. Lawrence canals from 1885 to 1910..... 46
" O.—Quantity of through freight down Welland canal to Montreal, other Canadian Ports and United States Ports..... 47, 48, 49
Table 1.—Comparative Statement of Grand Total Freight passed through all the canals for 1909 and 1910..... 50
" 2.—Summary of Number, Tonnage and Nationality of vessels passed through the several canals..... 51
" 3.—Statement of Vessels..... 52, 57
" 4.—Comparative Statement of Traffic for 1909, 1910.. ..... 58, 59
" 5.—Statement of Traffic for 1910..... 60, 61
Table 6.—Summary Traffic showing total quantity of each description of property passed through..... 62, 63
" 7.—Sault Ste. Marie canal, Total traffic arranged alphabetically 64, 65
" 7.—Welland canal 66, 67
" Through " " 68, 69
" Way " " 70, 71
St. Lawrence canals, Total Traffic arranged alphabetically..... 72, 73
" " Through " " 74, 75
" " Way " " 76, 77
Chambly canal, Total Traffic arranged alphabetically..... 78, 79
St. Peter's canal " " 80, 81
Murray canal " " 82, 83
Ottawa canal " " 84, 85
Rideau canal " " 86, 87
Trent Valley canal " " 88, 89
St. Andrews canal..... 90, 91
Table 8.—Statement of classified Tonnage of all vessels for 1910..... 92, 93
Appendix.—Dominion canals..... 95 to 109

RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1911

(From sworn Returns furnished by the several Railway Companies.)

A. W. CAMPBELL,

Deputy Minister of the Department of Railways and Canals

PRINTED BY ORDER OF PARLIAMENT

OTTAWA

PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

1912

[No. 20b—1912.]

To Field Marshal, His Royal Highness Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, Earl of Sussex (in the Peerage of the United Kingdom), Prince of the United Kingdom of Great Britain and Ireland, Duke of Saxony, Prince of Saxe-Coburg and Gotha; Knight of the Most Noble Order of the Garter; Knight of the Most Ancient and Most Noble Order of the Thistle; Knight of the Most Illustrious Order of Saint Patrick; A Member of the Most Honourable Privy Council; Great Master of the Most Honourable Order of the Bath; Knight Grand Commander of the Most Exalted Order of the Star of India; Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George; Knight Grand Commander of the Most Eminent Order of the Indian Empire; Knight Grand Cross of the Royal Victorian Order; Personal Aide-de-Camp to His Majesty the King; Governor General and Commander-in-Chief of the Dominion of Canada.

May it please Your Royal Highness:

The undersigned has the honour to present to Your Royal Highness the Annual Report of the Comptroller of Statistics for the year ended June 30, 1911.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,
Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics for the year ended June 30, 1911.

This is the fifth report compiled from the schedules which were put into orce on July 1, 1906.

I have the honour to be, sir,
Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, November 15, 1911.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Railway Statistics for the year ended June 30, 1911.

This is the fifth year in which the new method of accounting has been applied, and the value of accurately comparable data will now be more obvious than it was at the commencement. The institution of absolutely uniform standards of classification has not only placed our statistical work on a satisfactory basis, but it has been of distinct service to the railways of Canada in general.

While several of the reporting companies were dilatory in forwarding their returns, I am pleased to say there was not a single delinquent.

The statistical facts in the subjoined tables will reveal a year of steady and gratifying growth in railway development throughout the Dominion.

During the year the jurisdiction of this Branch was extended by the assignment of statistics with respect to Express, Telephone and Telegraph Companies operating in Canada. Considerable information with regard to Express and Telephone Companies has been gathered, and reports will be laid before you as soon as the work of tabulation has been completed.

With the assistance of the Department of External Affairs, an effort was made to get together the railway statistics of all important foreign countries, and some of the data thus assembled will be presented in tabular form as a part of this report.

RAILWAY MILEAGE.

The total railway mileage reported for the year was 25,400, representing an increase of 669 over 1910. Seventy per cent of this increase was in the Western Provinces.

On June 30 last there were about 1,600 additional miles of railway in actual operation in the Dominion, but which were officially regarded as being still under construction.

It has been thought well to gather this year as complete information as possible with respect to the mileage of railway line under construction throughout the Dominion, and the facts are as follow:

Province.	Graded or Being graded.	Track laid or Being laid.	In Operation.
	Miles.	Miles.	Miles.
Alberta	1,120·50	460·20	107·34
Saskatchewan	1,734·00	1,328·65	600·00
Manitoba	459·09	385·74	302·00
Ontario	1,592·22	792·17	466·56
Quebec	655·70	402·38	.....
British Columbia	380·17	198·10	101·60
Nova Scotia	14·89	5·50	.....
New Brunswick	266·06	256·60	.....
Total.	6,222·63	3,833·34	1,577·50

In addition to the mileage indicated in the foregoing table, it may be safely assumed that 2,500 miles of additional line were located, surveyed or in process of being surveyed on June 30 last. It will be seen that the greater activity in railway construction is in the Western Provinces.

The record of railway mileage since 1835 is as follows:

Year.	Miles in operation.	Year.	Miles in operation.
1135	0	1874	4,331
1836	16	1875	4,804
1837	16	1876	5,218
1838	16	1877	5,782
1839	16	1878	6,226
1840	16	1879	6,858
1841	16	1880	7,194
1842	16	1881	7,331
1843	16	1882	8,697
1844	16	1883	9,577
1845	16	1884	10,273
1846	16	1885	10,773
1847	54	1886	11,793
1848	54	1887	12,184
1849	54	1888	12,163
1850	66	1889	12,628
1851	159	1890	13,151
1852	205	1891	13,838
1853	506	1892	14,564
1854	764	1893	15,005
1855	877	1894	15,627
1856	1,414	1895	15,977
1857	1,444	1896	16,270
1858	1,863	1897	16,550
1859	1,994	1898	16,870
1860	2,065	1899	17,250
1861	2,146	1900	17,657
1862	2,189	1901	18,140
1863	2,189	1902	18,714
1864	2,189	1903	18,988
1865	2,240	1904	19,431
1866	2,278	1905	20,487
1867	2,278	1906	21,353
1868	2,270	1907	22,452
1869	2,524	1908	22,966
1870	2,617	1909	24,104
1871	2,695	1910	24,731
1872	2,899	1911	25,400
1873	3,832		

The above mileage does not include the 1,577·50 miles of railway in actual operation on June 30, but officially regarded as still under construction.

The railway mileage for 1911 was distributed by Provinces as follows:—

Provinces.	Miles.	Increase.
Ontario	8,321·72	91·47
Quebec	3,881·65	86·71
Manitoba	3,466·18	245·56
Saskatchewan	3,120·72	188·82
Alberta	1,494·24	5·82
British Columbia	1,841·89	9·61
New Brunswick	1,548·60	26·95
Nova Scotia	1,353·82	3·26
Prince Edward Island	269·33	.....
Yukon Territory	101·71	10·80
Total	25,399·86	669·00

The growth of railway mileage by Provinces during the past five years is shown in the following table:—

Province.	1907.	1908.	1909.	1910.	1911.
Ontario	7,638	7,933	8,229	8,230	8,322
Quebec	3,516	3,574	3,663	3,795	3,882
Manitoba	3,074	3,111	3,205	3,221	3,466
Saskatchewan	2,025	2,081	2,631	2,932	3,121
Alberta	1,323	1,323	1,321	1,488	1,494
British Columbia	1,686	1,733	1,796	1,832	1,892
New Brunswick	1,503	1,509	1,547	1,522	1,548
Nova Scotia	1,329	1,344	1,351	1,351	1,354
Prince Edward Island	267	267	269	269	269
Yukon	91	91	91	91	102

The increase of second track during the year was 66·55 miles, and of yard track and sidings 394.56 miles. The record in this regard for five years is as follows:—

	1907.	1908.	1909.	1910.	1911.
Double track	1,067	1,211	1,464	1,543	1,610
Yard track and sidings	4,092	4,546	4,761	5,155	5,550

Combining single track, second track, and yard track and siding mileage, the result since 1907 is as follows:—

Year.	Miles.	Increase.
1907	27,967	.....
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130

RAILWAY CAPITAL.

During the year 1911, $61,650,300 was added to the stock issue of railways operating in Canada, and $56,741,214 to funded debt—making a total of $118,391,514. These additions brought the aggregate capital liability up to $1,528,689,201.

A comparison of capital liability in 1911 with 1910 gives the following result:—

Capital.	1910.	1911.	Increase.
	$	$	$
Stocks	687,557,387	749,207,687	61,650,300
Funded debt	722,740,300	779,481,514	56,741,214
Total	1,410,297,687	1,528,689,201	118,391,514

The funded debt in 1910 and 1911 was distributed under the following heads:—

Funded debt.	1910.	1911.
	$	$
Bonds	696,677,305	732,693,760
Miscellaneous obligations	8,365,077	13,079,015
Income bonds	5,036,546	20,036,546
Equipment trust obligations	12,661,372	13,672,193
Total	722,740,300	779,481,514

It is the practice in all countries to divide the total capital of railways by the mileage, in order to show the liability per mile of line. If this were done in relation to Canada, the result would be $60,184. That, however, would not be correct. Certain adjustments must be made, both with respect to capital liability and railway mileage, before a proper and sound calculation can be made. Included in the capital statement given above is the stock and bond liability of the Grand Trunk Pacific, for example, amounting to $120,599,500. This must be deducted, for the sufficient reason that the mileage of this railway, which is still under construction, is not included in the 25,400 miles of line in actual operation. On the other hand, the mileage of government owned and operated lines, amounting to 2,072 miles, and the mileage of the Sydney and Louisburg and the Nova Scotia Steel Co. aggregating 77 miles, and to which no capital is attached, must be subtracted from the mileage divisor—making 2,149 miles in all.

There is still a further factor. In the statement of capital there is duplication, arising from the issue of stocks and bonds by purchasing companies to obtain control of the stocks and bonds of the acquired lines. The amount of this duplication has never been definitely ascertained; but it is known to be not less than $210,000,000.

Making the deductions indicated, the capital liability of Canadian railways stands at $1,398,089,701, and the mileage to be divided into that sum 23,251.

Carrying out the calculation on that basis, it will be seen that the capital liability amounts to $55,829 per mile.

Since government owned and operated railways in Canada are without capital liability, in the sense of having issues of stocks and bonds, the facts with regard to capital cost will be instructive:—

Government lines.	Miles of line.	Capital Cost.	Cost per Mile.
		$	$
Intercolonial	1,450	92,937,546	64,095
Prince Edward Island	269	8,559,685	31,820
Temiskaming & North Ontario	295	16,181,835	54,854
New Brunswick C. & Ry	58	1,936,600	33,389

For the first time a table is subjoined showing the facts with respect to the capital liability of Canadian railways since 1876:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1876	180,955,657	76,079,531	257,035,188
1877	182,578,994	79,676,382	262,255,376
1878	191,331,767	83,710,938	275,042,705
1879	192,674,553	81,151,628	273,826,181
1880	189,956,177	80,661,316	270,617,493
1881	199,527,981	84,891,313	284,419,293
1882	216,468,465	92,487,932	306,956,397
1883	269,092,615	102,134,295	371,226,910
1884	285,077,822	109,310,963	394,388,785
1885	312,183,162	141,370,963	453,553,125
1886	317,141,948	169,359,306	486,501,254
1887	324,128,738	194,801,553	518,930,291
1888	327,493,882	228,617,728	556,111,610
1889	332,559,672	261,675,226	584,234,898
1890	338,177,386	266,885,707	605,063,093
1891	339,769,786	292,291,654	632,061,440
1892	344,400,282	305,120,200	649,520,482
1893	371,877,287	307,225,888	679,103,175
1894	361,760,508	327,003,803	688,764,311
1895	361,449,590	330,785,546	692,235,136
1896	361,075,340	336,137,601	697,212,941
1897	367,611,048	348,834,086	716,445,134
1898	378,151,790	354,946,865	733,098,655
1899	391,300,360	362,053,495	753,353,855
1900	410,326,095	373,716,704	784,042,799
1901	424,414,314	391,696,523	816,110,837
1902	469,401,863	404,806,847	865,208,710
1903	483,770,312	424,100,762	907,871,074
1904	492,752,530	449,114,035	941,866,565
1905	526,353,951	465,543,967	991,897,918
1906	561,655,395	504,226,234	1,065,881,629
1907	588,563,591	583,369,217	1,171,937,808
1908	607,891,349	631,869,664	1,239,761,013
1909	647,534,647	660,946,769	1,308,481,416
1910	687,557,387	722,740,300	1,410,297,687
1911	749,207,687	779,481,514	1,528,689,201

The relationship of dividends and net earnings to share capital during the past five years is shown in the following tables:—

Year.	Dividends Paid.	Share Capital.	Per cent.
	$	$	
1907	12,760,435	588,568,591	2.17
1908	12,955,243	607,891,349	2.11
1909	19,230,126	647,534,647	2.97
1910	21,747,914	687,557,387	3.16
1911	30,577,740	749,207,687	4.08

	Net Earnings.	Share Capital.	Per cent.
	$	$	$
1907	42,989,537	588,568,591	7.30
1908	39,614,171	607,891,349	6.51
1909	40,456,252	647,534,647	6.24
1910	53,550,777	687,557,387	7.78
1911	57,698,709	749,207,687	7.70

Detailed information with respect to the capital liability of individual railway corporations will be found in Table 4.

AID TO RAILWAYS.

Aid to railway construction has taken three forms—cash subsidies, land grants and guarantees—and, as far as they have been ascertainable, the facts in these divisions are presented. It is not possible, for obvious reasons, to build up a total showing the money value of these three forms of assistance. All that can be done is to give a general analysis of the data which has been gathered. Table 5 will afford information in detail with regard to each railway.

The payments of cash subsidies during the year amounted to $1,426,192, as compared with $1,789,723 in 1910. These payments were from the following sources:—

By the Dominion	$ 1,284,892
By the Provinces	82,300
By Municipalities	59,000
Total	$ 1,426,192

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	6,877,078 63
1879	26,438,914,96	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	*a*16,676,266 29	8,395,944 63
1882	37,731,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1885	92,762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,310,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	*c*90,641,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 99
1893	100,422,165 09	28,229,355 49	14,272,456 99
1894	102,087,290 06	29,368,697 75	14,374,610 99
1895	‡103,451,148 93	29,727,512 63	14,376,686 99
1896	101,961,763 91	30,055,946 30	14,463,756 99
1897	102,458,434 71	31,171,346 65	15,902,367 99
1898	103,878,261 66	31,495,555 48	15,928,167 99
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,760,795 70	31,310,170 06	16,173,303 45
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 47	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	*b*35,123,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	*d*146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.
†Included loan $29,880,912. to C. P. Railway; not reported later.
*c*Eastern extension $1,284,495.76 now included in I. C. Railway.
‡Incorrect total of $2,394,000 shown to the North Shore Railway.
*a*Decrease of $1,044,000 by N. B. Government to St. John and Maine Railway.
*b*This amount does not include the cost of the Temiskaming and Northern Ontario Railway $10,570,549) as formerly.
*d*This includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

Following is an analysis of the cash subsidies paid by the various Provinces since 1875:

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875							
1876	1,884,719 43	228,521 00		2,000,900 00			4,203,240 43
1877	1,838,677 02	336,821 00		2,163,000 00			4,338,498 02
1878	2,229,639 02	1,192,013 27	818,750 00	2,730,000 00			6,970,402 29
1879	2,549,639 02	1,192,013 27	818,750 00	2,730,000 00			7,290,402 29
1880	2,992,037 02	1,415,493 27	818,750 00	2,754,000 00			7,970,280 29
1881	3,183,037 02	1,578,443 27	823,330 00	2,754,000 00			8,338,810 29
1882	3,702,537 02	1,600,992 27	823,330 00	2,763,665 00			8,890,524 29
1883	3,792,611 69	2,116,540 11	823,330 00	2,763,665 00			9,496,146 80
1884	4,012,908 02	2,186,125 91	1,578,601 00	3,180,465 00			10,958,989 93
1885	4,504,984 52	2,428,239 41	1,628,601 00	3,466,165 00			12,027,989 93
1886	5,983,985 52	2,705,714 41	1,628,601 00	3,475,165 00			14,179,715 93
1887	5,984,007 52	3,276,071 81	1,653,903 68	3,865,165 00		386,250 00	16,674,174 01
1888	5,948,007 52	4,788,319 41	1,654,776 13	4,243,091 89	37,500 00	1,945,000 00	18,572,701 95
1889	5,948,007 52	4,784,105 41	1,913,495 09	4,261,245 10	37,500 00	1,981,000 00	18,961,353 12
1890	6,014,015 52	5,166,365 33	1,952,195 87	4,208,965 48	37,500 00	2,380,690 00	19,831,732 56
1891	6,069,565 12	6,237,866 03	2,005,865 87	4,311,385 18	37,500 00	2,390,690 00	21,052,872 20
1892	6,171,181 44	7,583,060 76	2,099,404 77	4,365,355 71	37,500 00	2,390,690 00	22,647,192 68
1893	6,391,932 74	7,864,561 83	2,121,944 55	4,425,281 81	37,500 00	2,623,286 77	23,464,507 70
1894	6,402,738 24	9,345,115 38	2,125,344 55	4,432,481 81	37,500 00	2,625,561 77	24,968,741 75
1895	6,747,685 24	9,984,348 09	2,158,847 10	4,453,800 00	37,500 00	2,625,561 77	26,007,742 20
1896	6,932,388 24	10,072,942 06	2,208,847 10	4,455,780 00	37,500 00	2,625,561 77	26,333,019 17
1897	7,119,065 63	10,859,484 01	2,258,847 10	4,462,670 71	37,500 00	2,625,561 77	27,363,129 22
1898	7,200,003 59	11,100,334 88	2,304,847 10	4,499,010 71	37,500 00	2,625,561 77	27,767,258 05
1899	7,281,129 63	11,206,833 10	2,304,847 10	4,506,040 71	37,500 00	2,703,061 77	28,039,412 31
1900	7,406,992 59	11,217,864 63	2,304,847 10	4,529,040 71	37,500 00	2,789,061 77	28,285,306 80
1901	7,819,928 65	11,590,489 84	2,522,847 10	4,529,040 71	37,500 00	2,796,837 02	29,296,643 32
1902	8,392,817 69	11,995,282 16	2,582,847 10	4,542,939 71	37,500 00	2,796,888 02	30,348,274 68
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1904	8,512,578 04	12,163,285 66	3,568,445 35	4,569,937 71	37,500 00	2,872,887 02	31,724,633 78
1905	8,562,504 47	12,259,285 66	3,991,192 75	4,580,934 71	37,500 00	2,872,887 02	32,304,304 61
1096	8,737,722 41	12,304,470 16	4,425,267 20	4,585,537 71	121,135 00	2,872,887 02	33,047,019 50
1907	8,739,796 04	12,304,470 16	6,274,498 20	4,616,237 71	127,135 00	2,872,887 02	34,935,024 13
1908	8,783,296 04	12,304,470 16	6,324,400 75	4,707,486 71	780,209 00	2,872,887 02	35,872,749 68
1909	9,038,296 03	12,328,196 52	6,336,788 75	4,807,486 71	786,209 00	2,878,887 02	36,169,864 03
1910	9,198,616 04	12,328,196 52	6,384,299 75	4,851,486 71	792,209 00	2,878,887 02	36,424,395 04
1911	9,204,616 04	12,333,196 52	6,384,299 75	4,907,486 71	798,209 00	2,878,887 02	36,506,695 04

The cash aid given by municipalities is shown, by Provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00	.....	127,500 00	.....	.....	.....	4,415,120 13
1876	4,460,505 70	513,000 00	.....	210,500 00	.....	.....	.....	5,384,005 70
1877	4,748,299 31	635,000 00	.....	223,500 00	.....	.....	.....	5,606,799 31
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00	.....	.....	.....	6,877,078 63
1879	5,407,934 01	1,532,044 62	175,000 00	293,500 00	.....	.....	.....	7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00	.....	.....	.....	8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	8,395,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00	.....	.....	.....	9,080,944 63
1883	6,948,411 32	2,125,144 62	250,000 00	293,500 00	.....	.....	.....	9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00	.....	.....	.....	9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00	.....	265,000 00	.....	11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00	.....	480,600 00	.....	11,310,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00	.....	11,500,892 43
1888	8,055,305 81	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	296,500 00	37,500 00	490,600 00	.....	11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00	.....	14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	.....	15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	.....	15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00	22,261 29	16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1901	12,102,164 37	2,942,929 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1902	12,163,164 37	3,118,519 20	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,651,044 46
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490,600 00	22,621 29	17,346,634 36
1905	12,930,290 18	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1906	12,961,290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 15
1907	12,966,197 80	3,127,536 08	481,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1908	12,983,079 24	3,137,536 08	481,898 10	341,500 00	180,952 50	490,600 00	22,261 29	17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1910	13,311,075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 50	490,600 00	22,261 29	18,042,823 60

In order that the foregoing statement with respect to cash subventions may be better understood, the following divisions of the account are presented:—

DOMINION.

Cash subsidies	$ 79,695,164 62
Loans	25,576,533 33
Cost of lines handed over to C. P. R	37,785,319 97
Paid to Quebec Government	5,160,053 83
Total	$148,217,071 75

PROVINCES.

Cash subsidies	$ 32,869,330 16
Loans	2,750,030 00
Subscriptions to shares	300,000 00
Total	$ 35,919,360 16

MUNICIPALITIES.

Cash subsidies	$ 12,798,824 98
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 18,042,823 60

Following have been the land grants to railways:—

	Acres
By the Dominion	32,004,486
By the Province of Quebec	13,324,950
By the Province of British Columbia	8,119,221
By the Province of New Brunswick	1,647,772
By the Province of Nova Scotia	160,000
Total	55,256,429

An analysis of the land grants of the Dominion gives the following result:—

	Acres.
Alberta Railway and Irrigation Co. (formerly Northwest Coal and Navigation Co.)	1,114,368
Calgary and Edmonton Railway Co	1,893,841
Canadian Northern Railway Co. (from point on C. P. R. to Hudson Bay) Canadian Northern Railway Co. (formerly Lake Manitoba and Canal Co.)	3,451,533
Canadian Pacific Railway Co. (main line)	18,212,270
C. P. R. Pipestone Extension, Souris Branch	278,818
C. P. R. Souris Branch	1,423,640
Great Northwest Central Railway Co. (formerly Northwest Central Railway Co.)	320,000
Manitoba and Northwestern Railway Co	1,501,376
Manitoba Southeastern Colonization Railway	1,399,640
Manitoba and Southeastern Railway Co	682,572
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co	1,627,536
Saskatchewan and Western Railway Co	98,880
Total	32,004,486

It is impracticable to assign a money value to these land grants. The Province of Quebec adopted the policy of giving to grantees the option of accepting cash instead of land at the rate of 52 cents per acre, and that right was exercised with respect to nearly all the acreage indicated in the above table. In the case of western land grants, however, many millions of acres are still in the hands of railways corporations, and the selling value has risen steadily for years.

GUARANTEES.

Both the Federal and Provincial Governments have during recent years given material assistance to railway enterprises by the guaranteeing of bonds. The facts are as follow:—

DOMINION.

1. The Canadian Northern Railway Company, Cap. 7, 3 Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, Cap. 11, 7 and 8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half-yearly.

3. The Grand Trunk Pacific Railway Company, Cap. 24, 4 Edward VII (1904).

The guarantee is for a sum equal to 75 per cent of the cost of construction of the Western Division of the National Transcontinental Railway, but not exceeding $13,000 per mile in respect of the Prairie Section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £3,200,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The amount represented by the above guarantees is £10,745,874 or $52,439,865.

MANITOBA.

To the Canadian Northern Railway Company:

Main and branch lines in Manitoba	$ 12,154,073 33
Winnipeg terminals	3,000,000 00
Ontario Division (line to Port Arthur)	5,745,586 67
Total	$ 20,899,660 00

ALBERTA.

The outstanding guarantees of this province on June 30, 1911, amounted to $25,743,000, divided as follows:—

Canadian Northern Railway Company	$ 11,960,000 00
Grand Trunk Pacific Branch Lines Co	6,383,000 00
Alberta and Great Waterways Co	7,400,000 00
Total	$ 25,743,000 00

SASKATCHEWAN.

To the Canadian Northern Railway Company—at the rate of $13,000 per mile on 730 miles of branch lines—$9,490,000.

To the Grand Trunk Pacific Branch Lines Company—at the rate of $13,000 per mile on 193 miles—$2,509,000.

Total amount of guarantees—$11,999,000.

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

Halifax and Southwestern—A loan of $13,500 per mile, which, on a total of 372 miles, would amount to $5,022,000, secured by mortgage, with the right to take over and sell or operate the property in case default is made in the terms of the covenant.

BRITISH COLUMBIA.

To the Canadian Northern Pacific—A guarantee of interest at four per cent per annum on approximately 600 miles, at the rate of $35,000 per mile, for 30 years—$21,000,000.

Shuswap and Okanagan—Guarantee of interest on $1,249,760 for 25 years at 4 per cent.

Victoria and Sidney—Guarantee of interest on $300,000 for 25 years at 2 per cent.

Nakusp and Slocan—Guarantee of principal and interest on bonds aggregating $647,072 for 25 years at 4 per cent.

Total guarantees—$23,196,832.

NEW BRUNSWICK.

On bonds of the New Brunswick Coal and Railway Company—$700,000.

QUEBEC.

On bonds of the Montreal and Western Railway Company—$476,000.

Summarizing the foregoing statements with respect to guarantees, the result is as follows:—

Dominion	$ 52,439,865
Manitoba	20,899,660
Alberta	25,743,000
Saskatchewan	11,999,000
Ontario	7,860,000
Nova Scotia	5,022,000
British Columbia	23,196,832
New Brunswick	700,000
Quebec	476,000
Total guarantees	$148,336,357

PUBLIC SERVICE OF RAILWAYS.

During the year ended June 30, 1911, there were carried by the railways of Canada 37,097,718 passengers and 79,884,282 tons of freight. These figures show an increase over the preceding year of 1,203,143 passengers and 5,401,416 tons of freight.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1894	11,462,498
1876	5,544,814	1895	13,987,580
1877	6,073,233	1896	14,810,407
1878	6,443,924	1897	16,171,338
1879	6,523,816	1898	18,444,049
1880	6,462,948	1899	19,133,365
1881	6,943,671	1900	21,500,175
1882	9,352,335	1901	18,385,722
1883	9,579,984	1902	20,679,974
1884	9,982,358	1903	22,148,742
1885	9,672,599	1904	23,640,765
1886	9,861,024	1905	25,288,723
1887	10,698,638	1906	27,989,782
1888	11,416,791	1907	32,137,319
1889	12,151,105	1908	34,044,992
1890	12,821,262	1909	32,683,309
1891	13,222,568	1910	35,894,575
1892	13,533,414	1911	37,097,718
1893	13,618,027		

The record of freight traffic is as follows:—

Year.	Tons of freight, 2,000 lbs.	Year.	Tons of freight, 2,000 lbs.
1875	5,670,837	1894	20,721,116
1876	6,331,757	1895	21,524,421
1877	6,859,796	1896	24,266,825
1878	7,883,472	1897	25,300,331
1879	8,348,810	1898	28,785,903
1880	9,938,858	1899	31,211,753
1881	12,065,323	1900	35,946,183
1882	13,575,787	1901	36,999,371
1883	13,266,255	1902	42,376,527
1884	13,712,269	1903	47,373,417
1885	14,659,271	1904	48,097,519
1886	15,670,460	1905	50,893,957
1887	16,356,335	1906	57,966,713
1888	17,172,759	1907	63,866,135
1889	17,928,626	1908	63,071,167
1890	20,787,469	1909	66,842,258
1891	21,753,021	1910	74,482,866
1892	22,189,923	1911	79,884,282
1893	22,003,599		

It will be seen that in 1875 the number of passengers and tons of freight carried were nearly equal. Thereafter, the development of freight traffic proceeded more rapidly than did the development of passenger business.

PASSENGER TRAFFIC.

The number of passengers carried in 1911 was 37,097,718—an increase of 3.3 per cent over 1910.

The number of passengers carried one mile was 2,605,968,924, representing an increase of 139,239,260 as compared with the preceding year.

The density of passenger traffic—as represented in the number of passengers carried one mile per mile of line—was 102,597. These figures show a gain of 2,855 over 1910. The increase since 1907 has been 11,676.

The number of passengers carried per mile of line was 1,460 as against 1,451 in 1910. The increase since 1907, when this information was first available, has been but 29, which would seem to indicate that new railway mileage has kept pace with the growth of passenger traffic on the older lines. Recently constructed mileage invariably returns a low rate of passenger traffic.

The average revenue per passenger per mile, commonly understood as the railway passenger rate for comparative purposes—and ascertained by dividing the number of passengers carried one mile into the revenue from ticket sales—was 1.944 cents. This was an increase of .078 over 1910.

The aggregate earnings from passenger service, which means the running of passenger trains, was $58,317,998.45. Of this, however, the revenue from passengers directly was $50,566,893.98. Table 7, in the body of this report, will show how this difference was made up, and also the details with respect to individual railways.

The average number of passengers per train was 60—a gain of one over the preceding year.

The average passenger journey was 70 miles, as against 69 miles in 1910 and 62 miles in 1909.

The average receipts per passenger were $1·360—representing an increase of ·078 as compared with 1910. This result agrees with the facts stated in preceding paragraphs, namely, that the average journey was 70 miles and the average revenue per passenger per mile 1·944 cents.

The aggregate mileage of passenger trains in 1911 was 36,985,911 miles, as against 35,022, 541 in 1910. Mixed trains had a total of 6,277,468 miles, as compared with 6,441,440 in the preceding year.

The earnings per passenger train mile, that is from ticket sales, mails, express, baggage, &c., were $1.348—a betterment of .071 over 1910.

Following is a convenient summary of the facts given above:—

	1907.	1908.	1909.
Miles of railway	22,452	22,966	24,104
Number of passengers	32,137,319	34,044,992	32,683,309
Passengers carried one mile	2,049,549,813	2,081,960,864	2,033,001,225
Passengers one mile per mile of line	90,921	90,654	84,342
Passengers per mile of line	1,431	1,482	1,355
Average passenger journey (miles)	64	61	62
Average number of passengers per train	56	54	51
Passenger train mileage	30,220,461	31,950,349	32,295,730
Mixed train mileage	5,971,414	6,210,807	7,061,580
Earnings from ticket sales	$39,184,437	$39,992,503	$39,073,488
Earnings from passenger service	$45,730,652	$46,854,158	$45,282,326
Average receipts per passenger	$1·219	$1·174	$1·195
Average receipts per passenger per mile (cents)	1·911	1·920	1·921

	1910.	1911.	—
Miles of railway	24,731	25,400	
Number of passengers	35,894,575	37,097,718	
Passengers carried one mile	2,466,729,664	2,605,968,924	
Passengers one mile per mile of line	99,742	102,597	
Passengers per mile of line	1,451	1,460	
Average passenger journey (miles)	69	70	
Average number of passengers per train	59	60	
Passenger train mileage	35,022,541	36,985,911	
Mixed train mileage	6,441,440	6,277,468	
Earnings from ticket sales	$46,018,880	$50,566,894	
Earnings from passenger service	$52,956,219	$58,317,998	
Average receipts per passenger	$1·282	$1·360	
Average receipts per passenger per mile (cents)	1·866	1·944	

FREIGHT TRAFFIC.

During the year 1911 the volume of freight traffic amounted to 79,884,282 tons, showing an increase of 5,401,416 tons, over 1910, or equal to 7·2 per cent.

The number of tons hauled one mile was 16,048,478,295—a gain of 336,350,594 as compared with the preceding year.

The number of tons hauled one mile per mile of line, regarded as revealing the density of freight traffic, was 631,829—a decrease of 3,492 as against 1910. This was due to unproductive new mileage of line.

The average revenue per ton per mile, which is the accepted standard for the comparative measurement of freight rates, or freight earning power, among railways, was ·777 cent. This result was .038 higher than the rate for 1910.

Revenue from freight was $124,743,015.31, showing a betterment of $8,513,121.25 over 1910.

Total freight earnings, or the earnings from all sources directly and indirectly arising out of freight traffic, were $126,570,533.52—an increase of $9,072,929.49 for the year.

The gross earnings from freight were equal to $4,983.09, per mile of line, or $283.33 better than for the year 1910.

The average number of tons hauled per freight train in 1911 was 305—a falling off equal to 6 tons as compared with 1910.

The average number of loaded cars per freight train was 18·03, or ·12 below the record for 1910.

The average number of tons per loaded freight car was 16·91, as compared with 17·13 in the preceding year.

The average freight haul in 1911 was 200 miles, which was 11 miles below the average for the preceding year.

The mileage of revenue freight trains was 52,498,866, including mixed trains. This was an increase over 1910 of 2,314,758.

The mileage of loaded freight cars increased from 910,858,711 in 1910 to 946,946,917 in 1911.

A summary of the foregoing information since 1907 gives the following result:—

——	1907.	1908.	1909.
Tons hauled	63,866,135	63,071,167	66,842,258
Tons hauled one mile	11,687,711,830	12,961,512,519	13,160,567,550
Tons hauled one mile per mile of line	518,486	564,378	545,991
Average haul miles,	183	206	197
Freight train mileage	38,923,890	40,476,370	40,304,906
Mixed train mileage	5,971,414	6,210,807	7,061,580
Revenue from freight	$94,995,087	$93,746,655	$95,714,783
Average tons per train	260	278	278
Average cars per train	16·92	16·04	16·37
Average tons per car	15·37	17·33	16·98
Average receipts per ton per mile, cent	·815	·723	·727

——	1910.	1911.
Tons hauled	74,482,866	79,884,282
Tons hauled one mile	15,712,127,701	16,048,478,295
Tons hauled one mile per mile of line	635,321	631,829
Average haul, miles	211	200
Freight train mileage	50,184,108	52,498,866
Mixed train mileage	6,441,440	6,277,468
Revenue from freight	$116,229,894	$124,743,015
Average tons per train	311	305
Average cars per train	18·15	18·03
Average tons per car	17·13	16·91
Average receipts per ton per mile, cent	·739	·777

Following is an analysis of the commodities which constituted the freight traffic of 1911 and the four preceding years:—

	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture—					
Grain	5,776,731	5,270,935	6,837,506	7,435,573	7,545,516
Flour	1,402,386	1,565,008	1,758,894	1,916,934	2,124,080
Other mill products	654,179	835,877	1,156,071	1,037,282	1,166,323
Hay	803,918	643,695	861,265	1,084,966	1,611,621
Tobacco	10,042	23,235	26,462	40,880	51,672
Cotton	22,164	70,203	122,300	84,928	114,827
Fruit and vegetables	562,716	803,777	845,930	969,122	957,237
Other products of agriculture	289,525	183,237	354,835	321,666	238,260
Products of animals—					
Live stock	1,118,141	1,156,772	1,206,221	1,314,781	1,437,965
Dressed meats	400,900	455,580	554,984	546,791	561,220
Other packing house products	463,647	444,841	436,529	277,739	369,906
Poultry, game and fish	128,432	151,100	175,081	154,820	189,201
Wool	23,472	33,318	37,236	28,814	42,602
Hides and leather	154,157	141,341	202,968	199,853	211,301
Other products of animals	180,517	89,407	194,468	242,208	378,507
Products of mines—					
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509	6,017,858
Bituminous coal	11,085,060	12,320,584	11,647,728	9,166,572	12,514,372
Coke	547,303	845,702	1,061,829	1,384,254	1,416,632
Ores	2,209,860	2,953,353	3,147,487	3,636,607	3,802,162
Stone, sand, &c	2,083,336	2,538,333	3,096,416	4,084,968	4,417,290
Other products of mines	178,985	243,054	377,087	381,112	483,922
Products of forests—					
Lumber	7,542,475	10,317,541	7,759,393	7,302,037	7,264,964
Other products of forests	2,687,160	2,594,685	3,835,614	5,766,903	5,873,383
Manufactures—					
Petroleum and other oils	270,810	390,331	464,953	500,167	591,651
Sugar	232,620	451,641	701,319	617,231	614,529
Naval stores	1,674	1,742	22,509	37,007	18,422
Iron, pig and bloom	304,136	583,948	593,950	889,881	887,801
Iron and steel rails	190,380	628,988	446,678	717,081	616,980
Castings and machinery	231,159	858,914	897,849	1,189,214	1,137,218
Bar and sheet metal	87,958	353,802	337,866	568,901	939,916
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934	2,495,178
Agricultural implements	223,664	281,834	306,724	434,928	540,061
Wagons, carriages, tools, &c	42,129	96,197	119,463	173,137	205,106
Wines, liquors and beers	191,576	209,912	238,808	245,626	274,162
Household goods and furniture	256,208	269,299	301,401	388,631	412,529
Other manufactures	4,448,535	1,105,433	1,682,078	1,997,541	4,840,434
Merchandise	2,309,084	2,008,267	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,935,135	6,234,372	7,073,078	4,981,385

Separating the foregoing items into classes, and comparing the figures with those of preceding years the result is as follows:—

	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351	13,809,536
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006	3,190,702
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022	28,652,236
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940	13,238,347
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279	13,573,987
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078	4,981,385
Totals	56,497,885	63,019,900	66,827,067	74,482,866	79,884,282

Following is the ratio which each item bore to the total:—

	1907.	1908.	1909.	1910.	1911.
Products of agriculture	16·85	14·91	17·91	17·31	17·17
Products of animals	4·37	3·92	4·21	3·71	4·00
Products of mines	32·68	35·92	35·81	35·11	35·87
Products of forests	18·11	20·49	17·35	17·54	16·57
Manufactures	14·11	10·56	11,82	13·44	17·00
Merchandise	4·08	3·18	3·58	3·39	3·06
Miscellaneous	9·79	11·02	9·32	9·50	6·33

Of the 79,884,282 tons of freight hauled during the year, 55,152,430 were reported as 'originating on this road,' as compared with 42,279,812 in 1910.

EARNINGS AND OPERATING EXPENSES.

The aggregate earnings from all sources for the year 1911 were $188,733,493.81—an increase of $14,777,276.68 over 1910. This betterment was equal to 8.7 per cent.

Operating expenses amounted to $131,033,784.95, which sum was $10,628,343·53 larger than for the year 1910—or 8.8 per cent. Thus the increase in gross earnings was not quite equal to the increase in operating cost.

The ratio of operating expenses to gross earnings was 69·4; or ·2 higher than for the year preceding.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,775,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72.4
1887	38,841,609	27,624,683	71.1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	32,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69.2
1911	188,733,494	131,033,785	69·1

EARNINGS.

The difference between gross earnings and operating expenses was $57,698,708.86, as compared with $53,550,776.71 in 1910. This difference is popularly regarded as net operating income; but that is not a correct assumption. Certain deductions, such as taxes, rents, interest on funded debt, &c., must be allowed before the true net income is ascertained. That income represents the amount available for dividends and the balance carried forward to profit and loss. Table No. 9, which is introduced this year for the first time, will set forth accurately the net corporate income of Canadian railways for 1911.

The net earnings of $57,699,708.86 were equal to $2,271.64 per mile of line—an increase of $105.81 over 1910. In this connection it must not be forgotten that a considerable number of railways either failed to make ends meet or barely did so. More than 95 per cent of the balance as between income and outgo, given above, was really earned by twelve reporting roads.

The amount paid out in dividends during the year was $30,577,740, of which $11,485,740 was on preferred and $19,092,000 on common stock.

After all proper deductions had been made the amount carried forward to profit and loss for the year was $14,808,566.

The railways of Canada in 1911 earned $19,444,893.49 from outside operations, with expenses attached thereto of $14,150,464.67. This left a balance of $5,294,428.82 to be credited to profit on that account.

The gross earnings for 1911 were equal to $7,430.45 per mile of railway, showing an increase of $396.52 over the preceding year.

The earnings from passenger service per passenger train mile were $1.348, and from freight service per freight train mile $2.376.

Summarizing the two foregoing paragraphs, so as to make a comparison with preceding years, the result is as follows:—

Gross earnings.	1907.	1908.	1909.	1910.	1911.
	$	$	$	$	$
Passenger train mile	1·263	1·228	1·150	1·277	1·348
Freight train mile	2·069	2·008	2·041	2·316	2·376

The earnings per train mile, all trains, were $2.103, as against $2.036 in 1910.

The gross earnings in 1909, 1910 and 1911 came from the following sources:—

——	1909.	1910.	1911.
	$ cts.	$ cts.	$ cts.
Passengers	39,073,488 84	46,018,879 56	50,566,893 98
Mails	1,723,180 97	1,799,887 80	1,869,413 89
Express	3,561,170 96	4,143,837 52	4,674,135 27
Baggage, parlour cars, &c	924,485 50	993,613 63	1,207,555 31
Freight	96,685,076 23	117,497,604 03	126,570,533 52
Station and train privileges	493,895 13	679,061 12	826,251 92
Telegraphs, rents, &c	2,595,038 56	2,823,333 47	3,018,709 92
	145,056,336 19	173,956,217 13	188,733,493 81

The total earnings from transportation in 1911 were $184,888,531.97, to which was added $3,841,961.84 from other sources, such as privileges, telegraphs, rents, &c.

The proportion which each of the earning divisions bore to the total in 1910 and 1911 is shown in the table following:—

	1910.		1911.	
	$ cts	Per cent.	$ cts.	Per cent.
Passenger service	52,956,218 51	30·44	58,317,998 45	30·90
Freight service	117,497,604 03	67·54	126,570,533 52	67·07
Station and train ptivileges, &c	679,061 12	·39	826,251 92	·44
Telegraph, rents and other sources	2,826,453 21	1·63	3,018,709 92	1·59
Total	173,956,217 13		188,733,493 81	

A comparison of the items comprising earnings from passenger service during the past five years gives the following result:—

	1907.	1908.	1909.	1910.	1911.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passengers	39,184,437 64	39,992,503 11	39,073,488 84	46,018,879 56	50,566,893 98
Mails	1,626,704 64	1,670,120 90	1,723,180 97	1,799,887 80	1,869,413 89
Express	3,277,695 09	3,486,300 63	3,561,170 96	4,143,837 52	4,674,135 27
Other sources	1,641,814 92	1,705,234 33	924,485 50	993,613 63	1,207,555 31
Total	45,730,652 29	48,854,158 97	45,282,326 27	52,956,218 51	58,317,998 45

The earnings from mails have increased 14·8 per cent in four years, and from express 42·3 per cent.

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passengers.	Per cent.	Freight.	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·52	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·16	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,925,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	23,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	29,027,789
1883	10,538,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62,12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,622,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,396,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,459	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

OPERATING EXPENSES.

Operating expenses in 1911 amounted to $131,034,784.95 or $10,629,344.53 more than for the year 1910. This increase was equal to 8·8 per cent.

The operating expenses per mile of line were $5,158.85, showing an increase of $290.21 over 1910.

A comparison of gross earnings, operating expenses and net earnings per mile of line since 1907 gives the following result:—

	Gross earnings per mile.	Operating expenses per mile.	Net earnings per mile.
	$ cts.	$ cts.	$ cts.
1907	6,535 64	4,620 90	1,914 73
1908	6,397 21	4,673 30	1,724 90
1909	6,017 89	4,339 53	1,678 40
1910	7,033 93	4,868 60	2,165 83
1911	7,430 45	5,158 85	2,271 64

In 1911 it cost $1.460 to run a train one mile; or ·051 more than in the preceding year.

The gross earnings from the running of all trains one mile, and what it cost to run all trains one mile, are shown in the following table:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899.	1·192	0·779
1900.	1·282	0·864
1901.	1·366	0·944
1902.	1·501	1·028
1903.	1·591	1·117
1904.	1·634	1·216
1905.	1·614	1·213
1906.	1·723	1·198
1907.	1·953	1·381
1908.	1·869	1·364
1909.	1·816	1·309
1910.	2·036	1·409
1911.	2·103	1·460

The distribution of operating expenses for 1911 and the two preceding years was as follows:—

Operating Expenses.	1909.	Per cent.	1910.	Per cent.	1911.	Per cent.
	$ cts.		$ cts.		$ cts.	
Way and structures	21,153,274 46	20·22	27,035,603 46	22·45	29,245,093 22	22·32
Equipment	21,510,303 59	20·56	26,002,301 30	21·59	26,127,638 12	19·94
Traffic expenses	3,798,824 57	3·63	4,366,176 92	3·63	4,831,744 50	3·69
Transportation	54,284,587 41	51·89	58,928,170 74	48·94	66,343,269 58	50·63
General expenses	3,853,094 40	3·70	4,073,188 00	3·39	4,487,039 53	3·42

The foregoing comparisons would seem to show that in 1911 there had been a slight relative decline in the expenditure for equipment; but that the outlay for way and structures had been well up to the best standards.

Following is a table, showing a comparison of operating expenses for 1909, 1910 and 1911, together with the ratio which each item bore to the total:—

Operating Expenses.	1909.		1910.		1911.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.	
Maintenance of Way and Structures—						
Superintendence	759,240 98	·72	839,925 47	·70	985,527 44	·75
Ballast	198,796 80	·19	415,078 44	·34	367,613 12	·28
Ties	2,678,384 80	2·56	3,436,727 46	2·85	3,565,954 29	2·72
Rails	1,343,471 77	1·28	1,753,740 37	1·44	1,959,164 83	1·49
Other track material	1,084,342 40	1·03	1,141,231 29	·94	1,151,744 99	·88·
Roadway and track	8,469,429 03	8·09	11,683,918 50	9·70	11,965,503 22	9·13
Removal of snow and ice	1,139,937 37	1·08	968,916 50	·80	1,641,046 60	1·25
Tunnels	18,413 27	·01	17,528 99	·14	27,251 43	·02
Bridges, trestles and culverts	1,603,291 03	1·53	2,048,471 72	1·70	2,133,642 56	1·62
Over and under grade crossings	37,179 87	·03	31,097 05	·02	81,561 67	·06
Grade crossings, fences, &c	528,111 60	·49	614,400 97	·40	651,581 83	·50
Snow fences and sheds	91,538 47	·08	81,225 86	·06	117,479 11	·09
Signals and interlocking plants	131,419 79	·12	155,668 13	·13	174,926 25	·13
Telegraph and telephone lines	246,934 48	·23	438,160 47	·36	504,792 52	·38
Electric power transmission	4,646 36	·00	116,325 48	·09	3,860 34	·00
Buildings, fixtures and grounds	2,241,319 79	2·14	2,461,761 72	2·04	3,090,367 46	2·36
Docks and wharfs	187,879 64	·17	167,519 61	·14	170,387 62	·13
Roadway tools and supplies	238,798 60	·21	267,462 06	·22	343,654 12	·26
Injuries to persons	42,563 21	·04	66,233 81	·05	82,457 05	·06
Stationery and printing	40,519 73	·04	47,019 92	·04	60,839 28	·02
Other expenses	25,741 90	·02	19,439 05	·01	21,026 65	·02
Maintaining joint tracks, yards, &c., balance	32,984 57	·03	120,340 85	·10	144,710 93	·11
Maintenance of Equipment—						
Superintendence	497,292 54	·47	565,442 79	·46	614,929 23	·47
Steam locomotives, repairs	9,427,704 22	9·01	10,876,301 12	9·02	10,643,270 84	8·12
Steam locomotives, renewals	411,781 23	·04	585,978 33	·48	688,329 54	·52
Electric locomotives, repairs	11,060 55	·01	.....	.....	3,903 88	·00
Passenger train cars, repairs	2,595,472 23	2·48	3,486,546 88	2·89	3,176,119 01	2·42
Passenger train cars, renewals	158,959 43	·15	220,517 21	·19	285,139 50	·22
Freight train cars, repairs	5,893,635 61	5·63	7,243,600 61	6·01	7,498,527 27	5·72
Freight train cars, renewals	879,717 84	·84	1,001,559 92	·83	1,044,217 85	·80
Work equipment, repairs	454,543 08	·43	698,592 58	·57	824,105 05	·63
Work equipment, renewals	87,618 41	·08	141,530 79	·11	125,697 62	09
Floating equipment, repairs	44,111 84	·04	137,694 15	·11	125,895 18	·09

Shop machinery and tools	761,738 82	·73	777,666 28	·61	877,373 11	·00
Power plant equipment	7,119 51	·00	2,218 52	·00	3,908 94	·00
Injuries to persons	33,614 04	·03	41,122 58	·03	35,474 48	·03
Stationery and printing	64,883 49	·06	71,196 77	·05	78,064 46	·06
Other expenses	121,201 13	·11	93,254 29	·07	100,481 58	·08
Equipment loaned and borrowed—Dr	60,653 23	·05	41,117 49	·03	105 67	·00
Traffic expenses—						
Superintendence	789,829 20	·75	873,134 66	·72	946,707 75	·72
Outside agencies	1,630,331 55	1·55	1,980,700 23	1·64	2,237,388 49	1·70
Advertising	698,539 25	·66	804,392 81	·66	821,328 74	·63
Traffic associations	74,397 04	·07	83,673 99	·06	100,723 48	·08
Fast freight line	303,285 09	·29	224,655 69	·18	207,842 69	·16
Industrial and immigration bureaus	18,856 06	·02	36,954 96	·03	109,000 33	·08
Stationery and printing	278,799 24	·26	356,373 61	·29	397,325 63	·30
Other expenses	4,787 14	·00	6,290 97	·00	11·427 60	·01
Transportation expenses—						
Superintendence	1,258 246 56	1·20	1,327,856 06	1·10	1,484,480 47	1·13
Despatching trains	794,148 07	·76	796,991 87	·66	879,512 46	·67
Station employees	7,144,573 81	6·83	8,315,042 55	6·90	9,539,510 35	7·28
Weighing and car service association	46,049 36	·04	56,701 82	·04	46,117 02	·03
Coal and ore docks	19,909 99	·01	50,177 08	·04	40,795 60	·03
Station supplies and expenses	798,021 05	·76	853,102 92	·71	892,376 56	·74
Yardmasters and their clerks	374,334 16	·35	405,805 05	·33	499,570 69	·37
Yard conductors and brakemen	1,533,070 52	1·46	1,849,942 79	1·53	2,630,566 87	2·01
Yard, switch and signal tenders	183,210 94	·17	193,013 69	·16	212,336 65	·04
Yard supplies and expenses	71,682 94	·06	57,503 26	·04	60,331 26	·04
Yard enginemen	1,144,827 42	1·09	1,299,915 93	1·07	1,664,889 64	1·27
Engine house expenses—yard	337,421 60	·32	377,954 92	·31	479,790 74	·36
Fuel for yard locomotives	1,433,354 45	1·37	1,737,575 56	1·44	2,034,664 63	1·55
Water for yard locomotives	80,869 73	·07	86,510 94	·07	100,992 61	·03
Lubricants for yard locomotives	31,159 05	·03	32,057 60	·02	35,173 51	·08
Other supplies for yard locomotives	34,274 79	·03	40,807 38	·03	44,979 76	·03
Operating joint yards, &c., balance—Dr	424,953 72	·40	477,543 27	·39	522,751 38	·40
Motormen	10,599 40	·01	.....	.....	10,685 97	·00
Road enginemen	6,305,369 08	6·02	6,891,165 42	5·72	7,749,405 13	6·06
Engine house expenses—road	2,075,177 82	1·98	2,125,418 22	1·77	2,393,116 79	1·82
Fuel for road locomotives	16,111,095 45	15·40	16,832,817 13	13·97	18,147,438 22	13·84
Water for road locomotives	746,594 70	·71	768,167 84	·63	859,072 53	·65
Lubricants for road locomotives	245,976 65	·23	270,872 01	·22	306,940 63	·23
Other supplies	287,462 54	·27	306,586 55	·25	354,875 66	·50
Operating power plant	28,515,15	·02	175 48	·00	3,665 77	·00
Purchased power	.....	.....	.....	.....	15,003 18	·01
Road trainmen	6,584,565 63	6·29	7,247,121 40	6·01	8,306,084 59	6·34
Train supplies and expenses	2,201,549 18	2·10	2,428,155 75	1·94	2,688,435 63	2·05
Interlockers, block and other signals	223,370 27	·21	230,629 58	·19	196,894 92	·15
Crossing flagmen and gatemen	117,726 84	·11	128,315 59	·10	146,160 69	·11
Drawbridge operation	37,313 04	·03	41,167 50	·03	101,717 47	·08
Clearing wrecks	330,212 24	·31	314,005 59	·26	340,988 87	·26
Telegraph and telephone—operation	216,322 74	·20	237,189 55	·19	249,331 33	·19
Operating floating equipment	331,446 35	·31	390,301 92	·32	289,605 15	·22

Following is a table showing a comparison of operating expenses for 1909, 1910 and 1911, &c.—*Concluded.*

Operating Expenses.	1909.		1910.		2911.	
	Amount.	Per cent.	Amount.	Per cent.	Amount.	Per cent.
	$ cts.		$ cts.		$ cts.	
Transportation expenses—*Con.*						
Express service	6,532 66	·00	6,717 25	·00	7,374 77	·00
Stationery and printing	479,151 53	·46	575,269 34	·48	620,273 92	·47
Other expenses	238,914 58	·21	270,420 72	·22	334,214 49	·26
Loss and damage—freight	1,004,774 74	·96	865,688 58	·71	1,073,407 20	·82
Loss and damage—baggage	21,973 64	·02	15,007 36	·01	18,802 07	·01
Damage to property	163,483 71	·15	172,429 79	·14	197,677 02	·15
Damage to stock on right of way	59,626 02	·05	57,281 26	·05	68,048 50	·04
Injuries to persons	657,011 14	·63	658,205 05	·54	559,058 38	·03
Operating joint tracks—Dr	76,728 69	·07	88,462 03	·07	46,149 91	·42
General expenses—						
Salaries and expenses of general offices	739,028 29	·07	754,158 00	·62	808,131 25	·63
Salaries and expenses of clerks, &c	1,126,730 58	1·06	1,197,850 70	1·00	1,322,385 75	1·00
General office supplies and expenses	227,096 50	·21	193,026 52	·16	227,932 86	·17
Law expenses	480,924 76	·46	511,659 98	·42	585,862 84	·45
Insurance	593,060 31	·56	654,633 93	·54	726,168 79	·55
Relief department expenses	29,941 71	·02	28,558 43	·02	28,504 34	·02
Pensions	188,282 26	·18	181,255 41	·15	186,323 02	·14
Stationery and printing	152,910 01	·14	177,661 48	·14	191,210 03	·15
Other expenses	296,749 50	·27	360,756 97	·30	398,981 16	·30
General administration joint tracks, &c.—Dr	18,370 48	·02	13,626 58	·01	11,539 49	·00

Prior to 1909 a different classification of operating expenses was in force, and accurate comparisons cannot be made with the years 1907 and 1908. In order, however, that the facts for the two years indicated may be available the following statement is given:—

	1907.	Per cent.	1908.	Per cent.
	$ cts.		$ cts.	
Maintenance of way and structures—				
Repairs of roadway	11,160,086 67	11·79	10,640,542 68	9·93
Renewals of rails	1,205,088 24	1·27	1,604,594 76	1·49
Renewals of ties	2,230,575 56	2·35	2,204,083 47	2·05
Repairs and renewals—bridges and culverts	1,408,552 02	1·48	1,465,753 45	1·37
" " fences, crossings, &c	481,129 18	·50	519,671 89	·49
" " buildings, &c	2,144,109 98	2·26	2,690,915 90	2·51
" " docks and wharfs	103,280,37	·10	167,017 45	·16
" " telegraph	265,183 58	·28	294,301 15	·27
Stationery and printing	30,599 20	·03	43,924 32	·04
Other expenses	78,663 70	·08	1,122,793 11	1·05
Maintenance of equipment—				
Superintendence	591,196 08	·62	621,032 61	·58
Repairs and renewals of locomotives	7,999,802 52	8·45	8,008,613 01	7·48
" " passenger cars	2,473,908 84	2·61	2,723,846 82	2·54
" " freight cars	6,933,574 61	7·32	6,855,843 98	6·40
" " work cars	146,148 39	·15	608,109 17	·57
" " marine equipment	33,221 35	·03	52,181 21	·05
" " shop machinery and tools	738,833 13	·78	779,160 38	·72
Stationery and printing	74,466 22	·07	77,384 68	·07
Other expenses	815,751 04	·86	523,535 96	·49
Conducting transportation—				
Superintendence	1,611,297 91	1·70	1,956,260 03	1·83
Engine and roundhouse men	7,814,573 02	8·25	9,471,240 67	8·84
Fuel for locomotives	15,137,504 48	15·99	17,718,468 24	16·54
Water supply for locomotives	656,730 03	·69	764,790 58	·71
Oil, tallow and waste for locomotives	409,397 18	·43	383,670 36	·36
Other supplies for locomotives	195,970 04	·20	313,146 02	·29
Train service	6,228,136 56	6·58	8,155,855 59	7·61
Train supplies and expenses	1,873,515 88	1·97	2,136,581 33	2·00
Switchmen, flagmen, &c	2,013,294 16	2·12	1,690,242 28	1·58
Telegraph expenses	2,562,478 44	2·70	1,757,495 05	1·64
Station service	5,634,176 10	5·95	6,748,608 03	6·30
Station supplies	671,972 51	·71	765,240 87	·71
Switching charges—balance	114,516 96	·12	319,186 77	·30
Car mileage—balance	1,156,891 46	1·22	1,467,775 90	1·31
Hire of equipment—balance	106,008 61	·11	115,250 52	·10
Loss and damage	892,937 26	·94	1,232,518 70	1·15
Injuries to persons	642,248 43	·67	758,011 23	·70
Clearing wrecks	426,784 63	·45	372,627 40	·35
Operating marine equipment	918,769 17	·97	1,138,272 64	1·06
Advertising	451,673 54	·47	571,387 92	·53
Outside agencies	1,180,134 05	1·24	1,500,272 23	1·40
Commissions	77,509 43	·08	365,588 35	·34
Stock yards and elevators	185,304 78	·19	171,887 17	·16
Rents for tracks, terminals, &c	542,199 81	·57	1,333,401 74	1·24
Rents for buildings, &c	202,031 61	·21	135,834 45	·12
Stationery and printing	603,426 93	·63	740,851 59	·69
Other expenses	236,885 82	·25	295,729 67	·28
General expenses—				
Salaries of general officers	723,956 74	·76	775,732 94	·72
Salaries of clerks, &c	918,157 19	·97	1,085,738 37	1·01
General office expenses and supplies	195,204 97	·26	237,571 05	·22
Insurance	509,547 71	·53	615,638 68	·58
Law expenses	396,383 18	·41	445,076 69	·41
Stationery and printing	163,863 19	·17	161,271 64	·15
Other expenses	265,972 77	·28	386,499 27	·36

The following statement shows maintenance of way and structures, together with maintenance of equipment, per mile of line, for the past five years:—

Year.	Maintenance of Way. Amount.	Mileage	Amount per Mile of Line.	Year.	Maintenance of Equipment. Amount.	Mileage	Amount per Mile of Line.
	$ cts.		$ cts.		$ cts.		$ cts.
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	904 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65

So that the more important items relating to earnings and operating expenses may be had before the eye in convenient form for comparison, the following table is presented:—

—	1907.	1908.	1909.	1910.	1911
	$	$	$	$	$
Gross earnings	146,738,214	146,918,313	145,056,336	173,956,217	188,733,494
Net earnings	42,989,537	39,614,171	40,456,251	53,550,776	57,698,709
Gross earnings per mile	6,535·64	6,397·21	6,017·89	7,033·93	7,430·45
Net earnings per mile	1,914·73	1,724·90	1,678·40	2,165·83	2,271·60
Earnings per passenger	1·219	1·175	1·195	1·282	1·363
" ton	1·472	1·486	1·432	1·560	1·561
" passenger train mile	1·263	1·228	1·150	1·277	1·348
" freight train mile	2·069	2·008	2·041	2·316	2·376
" train mile, all trains	1·875	1·791	1·816	2·036	2·103
Operating expenses	103,748,672	107,304,143	104,600,084	120,405,440	131,034,785
" per mile	4,620·90	4,672·30	4,339·53	4,868·60	5,158·85
Cost of running trains one mile	1·381	1·364	1·309	1·409	1·460

Following is a comprehensive table, presented for the first time, showing gross earnings, net earnings and operating expenses per mile of line since 1875:—

Year.	Gross Earnings.	Per Mile of Line.	Net Earnings.	Per Mile of Line.	Operating Expenses.	Per Mile of Line.	Net to Gross %	Net to Operating %
	$	$	$	$	$	$	$	$
1875	19,470,539	4,054	3,695,007	769	15,775,532	3,284	19	23
1876	19,358,084	3,710	3,555,363	681	15,802,721	3,029	18	22
1877	18,742,053	3,241	3,451,962	597	15,290,091	2,644	18	23
1878	20,520,078	3,296	4,419,976	710	16,100,102	2,586	22	27
1879	19,925,066	2,905	3,736,784	545	16,188,282	2,360	19	23
1880	23,561,447	3,275	6,720,742	934	16,840,705	2,341	29	40
1881	27,987,508	3,818	7,866,090	1,073	20,121,418	2,745	28	39
1882	29,027,789	3,338	6,637,081	763	22,390,708	2,575	23	30
1883	33,244,586	3,471	8,552,919	893	24,691,667	2,578	26	35
1884	33,421,705	3,253	7,826,364	762	25,595,341	2,492	23	31
1885	32,227,469	2,992	8,212,118	762	24,015,351	2,229	25	34
1886	33,389,381	2,831	9,271,799	786	24,117,582	2,045	28	38
1887	38,841,609	3,188	11,216,926	921	27,624,683	2,267	29	41
1888	42,159,152	3,466	11,507,106	946	30,652,046	2,520	27	38
1889	42,149,615	3,338	11,111,570	880	31,038,045	2,458	26	36
1890	46,843,826	3,562	13,930,476	1,059	32,913,350	2,503	30	42
1891	48,192,099	3,483	13,231,650	956	34,960,449	2,526	27	38
1892	51,685,768	3,549	15,197,540	1,044	36,488,228	2,505	26	42
1893	52,042,396	3,468	15,426,363	1,028	36,616,033	2,440	30	42
1894	49,552,528	3,171	14,334,096	917	35,218,432	2,254	29	41
1895	46,785,486	2,928	14,035,818	879	32,749,668	2,050	30	43
1896	50,545,569	3,107	15,502,915	953	35,042,654	2,154	31	44
1897	52,353,276	3,163	17,184,611	1,038	35,168,665	2,125	33	49
1898	59,715,105	3,540	20,577,556	1,220	39,137,549	2,320	34	53
1899	62,243,784	3,608	21,537,567	1,248	40,706,217	2,360	35	53
1900	70,740,270	4,006	23,040,472	1,305	47,699,798	2,701	33	48
1901	72,898,749	4,019	22,530,023	1,242	50,368,726	2,777	31	45
1902	83,666,503	4,471	26,322,911	1,407	57,343,592	3,064	31	46
1903	96,064,526	5,059	28,583,003	1,505	67,481,523	3,554	30	42
1904	100,219,436	5,158	25,656,275	1,320	74,563,161	3,837	26	34
1905	106,467,198	5,196	26,489,625	1,293	79,977,573	3,904	25	33
1906	125,322,865	5,869	38,193,431	1,789	87,129,434	4,080	30	44
1907	146,738,214	6,535	42,989,542	1,915	103,748,672	4,621	29	41
1908	146,918,314	6,397	39,614,171	1,725	107,304,143	4,672	27	37
1909	145,056,336	6,018	40,456,252	1,678	104,600,084	4,340	28	39
1910	173,956,217	7,034	53,550,777	2,165	120,405,440	4,869	31	44
1911	188,733,494	7,430	57,698,709	2,272	131,034,785	5,158	31	44

EQUIPMENT.

The equipment reported for the year 1911 was as follows:—

	Number.	Increase.
Locomotives	4,219	140
Cars in passenger service	4,513	193
Cars in freight service	127,158	7,445
Cars in company's service	9,578	930

In addition to the foregoing there were 70 locomotives and 1,864 leased cars in service.

The additions to available equipment during the past five years, omitting company cars, may be gathered from the following statement:—

	1907.	1908.	1909.	1910.	1911.
Locomotives	3,504	3,872	3,969	4,079	4,219
Freight cars	107,407	115,709	117,779	119,713	127,158
Passenger cars	3,642	4,026	4,192	4,320	4,513

Locomotives have, during the years since 1907, been assigned to the following services:—

Locomotives.	1907.	1908.	1909.	1910.	1911.
Passenger	964	1,122	1,056	1,090	1,125
Freight	2,206	2,392	2,539	2,601	2,659
Switching	334	358	374	388	435

The cars in passenger service have been divided in the following classes for the years 1907 to 1911:—

Cars in Passenger Service.	1907.	1908.	1909.	1910.	1911.
First class	1,300	1,493	1,560	1,564	1,601
Second class	472	487	471	512	517
Combination	405	422	429	435	434
Emigrant	272	303	317	318	357
Dining	105	114	127	123	137
Parlour	63	63	60	69	80
Sleeping	212	236	261	283	306
Baggage, express and postal	782	873	926	979	1,045
Other	31	35	41	37	36
Total	3,642	4,026	4,192	4,320	4,513

In freight service the cars have been classified as follows:—

Cars in Freight Service.	1907.	1908.	1909.	1910.	1911.
Box	68,149	72,863	74,477	75,983	79,412
Flat	20,477	21,759	21,188	20,769	21,069
Stock	4,817	5,047	5,518	5,528	5,809
Coal	10,358	11,616	11,721	12,680	13,768
Tank	132	197	197	195	277
Refrigerator	1,917	2,423	2,465	2,539	2,807
Other	1,557	1,804	2,212	2,019	4,016
Total	107,407	115,709	117,779	119,713	127,158

The 9,578 cars in company service included 93 officers' and pay, 2,698 gravel, 150 derrick, 2,009 caboose and 4,628 other road cars.

The capacity of freight cars of the various classes, with a comparison for the years since 1907, is shown in the following statement:—

	1907.		1908.		1909.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145
Flat	20,118	535,167	21,781	592,496	21,220	584,455
Stock	4,731	122,550	5,047	133,578	5,561	150,800
Coal	10,060	291,638	11,616	362,233	11,721	379,981
Tank	132	2,632	197	4,000	197	4,012
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085
Other	1,820	59,200	1,941	67,410	2,273	64,835
Total	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313

	1910.		1911.	
	No.	Capacity in tons.	No.	Capacity in tons.
Box	75,983	2,211,963	79,412	2,343,920
Flat	20,769	576,198	21,069	600,970
Stock	5,528	151,565	5,809	161,765
Coal	12,680	438,178	13,768	508,215
Tank	195	3,962	277	7,490
Refrigerator	2,539	73,520	2,807	81,815
Other	2,019	58,720	4,016	102,105
Total	119,713	3,514,106	127,158	3,806,280

Somewhat more specific information with regard to the capacity of freight cars is afforded by the following analysis:—

Class.	Capacity Pounds.	1908.	1909.	1910.	1911.
I	10,000	771	859	393	273
II	20,000	1,995	1,147	1,275	1,115
III	30,000	3,227	4,143	2,412	3,332
IV	40,000	25,855	22,320	20,858	18,899
V	50,000	1,135	878	1,029	673
VI	60,000	69,416	73,737	76,610	82,555
VII	70,000	230	220	217	166
VIII	80,000	9,790	10,837	11,927	14,075
IX	90,000	.....	60	.....	.....
X	100,000	3,448	3,715	4,992	6,070
XI	110,000	.....	.....	.....	.....
XII	120,000	.....	.....	.....	.....
All over	120,000	.....	.....	.....	.....
Total	.....	115,867	117,916	119,713	127,158

The movement toward heavier and larger freight carrying units is shown in the fact that the average capacity of box cars four years ago was 27.6; whereas in 1911 it was 29.5.

The available supply of rolling stock per 1,000 miles of line, during the past five years, has been as follows:—

Rolling Stock.	Per 1,000 Miles of Line.				
	1907.	1908.	1909.	1910.	1911.
Locomotives	156	169	165	165	166
Freight cars	4,783	5,039	4,887	4,840	5,006
Passenger cars	162	175	174	174	177

Of the cars of all classes 136,790 were fitted with train brake, and 138,694 with automatic couplers.

TRAIN, CAR AND LOCOMOTIVE MILEAGE.

The aggregate mileage of revenue trains, passenger, freight and mixed, in 1911, was 89,716,533—an increase of 4,307,292 miles.

In addition, the mileage of non-revenue trains was 4,478,705. Of the revenue train mileage, 232,341 was classified as special.

Train mileage for the past five years has been classified as follows:—

	1907.	1908.	1909.	1910.	1911.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541	36,985,911
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668	46,220,813
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440	6,277,468
Special trains	.....	.....	.....	202,592	232,341
Total	75,115,765	78,637,526	79,662,216	85,409,241	89,716,533

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

	1907.	1908.	1909.	1910.	1911.
Passenger trains	40·23	40·63	40·54	40·00	41·22
Freight trains	51·81	51·47	50·59	51·21	51·52
Mixed trains	7·90	7·90	8·87	7·54	6·98
Special trains	.....	.....	.....	·25	·27

SESSIONAL PAPER No. 20b

Following is the record of train mileage since 1875:—

Years.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316		19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334		19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487		27,301,306	34,265,003
1882	15,074,891	15,638,013	2,357,393		27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424		34,416,092	47,688,528
1884	9,315,694	15,710,630	4,254,595		29,758,676	37,390,874
1885	9,511,455	16,382,553	4,729,681		30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900		33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318		37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506		38,819,380	47,708,138
1890	14,362,870	22,428,249	5,058,210		41,849,329	49,512,630
1891	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361		44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895	15,332,276	19,939,699	5,389,915		40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898	19,305,603	26,868,366	4,514,424		50,688,283	60,103,944
1899	20,093,378	26,922,348	5,199,481		52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620		53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007		55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816		61,312,002	80,508,964
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176

The relationship of train mileage to traffic, and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	25,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,189,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1·248	1·284
1900	45,643,699	34,255,773	35,946,183	1·332	1·269
1901	46,665,103	33,233,922	36,999,371	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1,340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560
1911	124,743,015	52,498,281	79,884,282	2·376	1·561

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:—

Car Mileage.	1908.	1909.	1910.	1911.
Loaded freight cars	748,924,820	775,543,414	910,858,711	946,946,917
Empty freight cars	284,944,529	281,175,615	280,255,329	311,984,866
Caboose cars		37,644,038	45,367,459	47,834,318
Total	1,033,869,349	1,094,363,067	1,236,481,499	1,306,766,101

The locomotive mileage for 1911 was 111,975,176, and was distributed as follows:—

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088	49,354,983
Passenger	29,110,258	30,504,171	32,282,534	34,758,088	36,946,876
Mixed	7,492,278	7,410,971	7,237,422	8,211,350	8,256,424
Switching	14,816,272	14,941,179	14,832,834	15,581,077	17,300,773
Special	4,911,249	5,474,838	231,986	229,872	116,120
Total	100,154,966	100,622,241	97,865,325	106,019,475	111,975,176

FUEL CONSUMED BY LOCOMOTIVES.

The fuel consumed by locomotives during the year 1911 aggregated 6,800,648, tons and represented an outlay of $20,182,103. These figures show an increase of 548,594 tons and $1,611,710, as compared with 1910.

Following is a comprehensive statement of the consumption of fuel by locomotives in 1911, together with the record of mileage:—

Class of Locomotive.	Coal.		Wood.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Tons.	
	Tons.	Tons.	Cords.	Cords.		
Freight	1,003	3,831,158	556	23,022	3,844,042	49,354,983
Passenger	1,142	1,804,816	396	15,244	1,813,844	36,946,876
Mixed	3,328	416,480	179	2,700	421,277	8,256,424
Switching	971	712,260	22	6,060	716,276	17,300,773
Special	.....	5,189	.....	40	5,209	116,120
Total	6,444	6,769,903	1,153	47,066	6,800,648	111,975,176

Note.—One and one-half cords of hard wood and two cords of soft wood, calculated as one ton of coal.

The record of fuel consumption by locomotives during the past five years is as follows:—

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541	3,844,042
Passenger	1,331,178	1,446,919	1,834,700	1,636,454	1,813,809
Mixed	303,549	350,921	410,800	388,693	421,277
Switching	557,576	598,092	743,977	620,303	716,276
Construction	223,141	256,576	9,621	9,063	5,209
Total	5,608,954	5,970,791	6,832,108	6,252,054	6,800,648

The volume of fuel consumed, and the cost thereof, have been as follows since 1907:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,103

Of the $20,182,103 alluded to in the preceding table, $18,147,438 was charged to road locomotives, and $2,034,665 to yard locomotives.

The fuel consumed by each class of locomotive per 100 miles run, and the cost, are shown in the following statement:—

Class of Locomotive.	Fuel consumed per 100 miles.					Cost of fuel per 100 miles.				
	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.	$	$	$	$	$
Freight	7·29	7·84	8·85	7·62	7·78	19·61	23·20	22·65	22·48	22·17
Passenger	4·57	4·74	5·68	4·71	4·91	12·29	14·03	14·54	13·89	14·28
Mixed	4·05	4·73	5·67	4·73	5·10	10·89	14·00	14·51	13·95	14·84
Switching	3·76	4·00	5·01	3·98	4·14	10·11	11·84	12·82	11·74	12·04
Construction	4·54	4·69	4·14	3·94	4·48	12·21	13·88	10·59	11·62	13·03

The average cost of fuel in 1911 was $2.97 per ton.

ACCIDENTS.

The operation of railways in Canada resulted in the killing of 495 and the injuring of 3,329 persons in 1911. These figures show a decrease of 120 in the number killed, and an increase of 1,190 in the number injured.

465 persons were killed and 1,906 injured from the movement of trains. There were 28 killed and 1,423 injured from other causes. The latter persons were for the most part employees in shops.

One passenger in every 1,324,919 was killed, and one in every 124,489 injured. In 1910 one passenger in every 598,243 was killed, and one in every 132,943 injured.

Put into convenient form for analysis, the record of accidents for 1911 was as follows:—

	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	28	288	.....	9
Employees	202	1,314	25	1,401
Trespassers	185	154	.....	.....
Non-trespassers	48	135	.....	.....
Postal clerks, &c	2	15	3	13
Total	465	1,906	28	1,423

Details with regard to accidents, showing the railways on which they occurred, will be found in Table 17.

Following is a comparison for the past five years of accidents which resulted from the movement of trains:—

	Killed.					Injured.				
	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
Passengers	70	28	36	60	28	352	345	281	270	288
Employees	249	224	182	214	202	1,126	1,793	897	926	1,314
Trespassers	195	156	190	175	185	125	120	95	148	154
Non-trespassers	70	22	67	74	48	88	59	89	77	135
Postal clerks, &c	3	16	.....	1	2	7	3	25	20	15
Other persons	11	3	3	.....	.....	454	27	17	.....	.....
Total	598	449	478	524	465	2,152	2,347	1,404	1,441	1,906

Following is a comparative statement of the causes of accidents to passengers for the past five years:—

Causes—Accidents to Passengers.	Killed.					Injured.				
	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
Collisions	26	2	6	2	4	93	88	83	31	43
Derailments	21	8	1	44	1	127	131	99	126	88
Parting of trains	.....	.....	.....	.....	.....	3	1	.....	2	.....
Falling from trains, &c	2	6	11	3	10	36	20	11	28	34
Jumping on or off	10	6	14	8	11	38	50	57	43	67
Struck at highways	4	.....	1	.....	.....	7	.....	.....	1	4
" stations	4	3	1	1	1	3	5	5	4	2
" other points	.....	2	.....	1	1	1	1	1	2	.....
Other causes	3	1	2	1	.....	44	49	25	33	50
Total	70	28	36	60	28	352	345	281	270	288

The causes of accidents to employees from the movement of trains are shown in the following table:—

Causes—Accidents to Employees.	Killed.					Injured.				
	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
Coupling or uncoupling	34	20	18	17	13	141	183	125	139	191
Collisions	46	25	40	19	34	135	80	86	56	119
Derailments	12	15	15	47	10	56	60	65	58	67
Parting of trains	2	1				16	11	9	6	13
Locomotive or cars breaking down	1	1	1			6	16	6	19	12
Falling from trains or cars	32	32	28	23	26	186	185	142	165	253
Jumping on or off	7	8	9	24	15	66	108	95	98	141
Struck by trains, &c	85	81	53	62	72	130	116	88	78	121
Overhead obstructions	2	3		1	3	13	14	11	25	17
Other causes	28	16	18	21	29	377	340	270	282	380
Total	249	224	182	214	202	1,126	1,113	897	926	1,314

The accidents to which the preceding table has reference occurred to the following classes of employees:—

Employees.	Killed.					Injured.				
	1907.	1908.	1909.	1910.	1911.	1907.	1908.	1909.	1910.	1911.
Trainmen	149	109	113	103	101	791	790	693	610	972
Trackmen	53	36	37	70	44	104	307	71	136	158
Switch tenders, watchmen, &c	7	11	3	9	6	47	40	27	25	11
Stationmen	3	4	2	2	5	3	66	10	6	6
Shopmen	9	11	7	4	18	16	284	16	41	64
Telegraph employees		2			3	3	4	3	3	4
Other employees	28	51	20	26	25	107	312	77	105	99
Total	249	224	182	214	202	1,121	1,793	897	926	1,314

The number of employees of various classes in the service of Canadian railways in 1911 may be found one or two pages further along in this report.

Accidents from other causes than the movement of trains occurred in 1911 to the following classes of persons:—

	Killed	Injured
Passengers	0	9
Trainmen a id trackmen	9	347
Stationmen	2	200
Shopmen	4	383
Other employees	10	471
Other persons	3	13
Total	28	1,423

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	107	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	256,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	53	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,642
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	209	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489

ACCIDENTS AT HIGHWAY CROSSINGS.

During the year 36 persons were killed and 108 injured by trains at highway crossings. The record in this regard for the past four years is as follows:—

Accidents at Highway Crossings.	Killed.				Injured.			
	1908.	1909.	1910.	1911.	1908.	1909.	1910.	1911.
Urban	30	33	28	22	35	41	45	70
Rural	21	43	35	14	33	31	16	38
Total	51	76	63	36	68	72	61	108

Among those killed at crossings in 1911 were 4 passengers. Eight persons were killed and 15 injured who were designated in the returns as 'trespassers.' Presumably, they were persons who were endeavouring to cross the track when the gates were down.

HIGHWAY CROSSINGS.

Special inquiries have been followed up during the year with regard to the number, location and character of highway crossings. The facts for 1911 and the two years preceding are as follows:—

	Protected Crossings.			Unprotected Crossings.		
	1909.	1910.	1911.	1909.	1910.	1911.
Urban	587	630	692	1,767	1,902	2,026
Rural	492	557	661	15,426	16,923	16,655
Total	1,079	1,187	1,353	17,193	18,825	18,681

The number of protected crossings increased by 166 over the preceding year, and there may be in this fact a direct connection with the reduced number of accidents at highway intersections during 1911. It might properly be assumed that the more dangerous crossings would be given precedence in the application of protective measures.

The following statement will throw a direct light on the character of the protection applied in 1911 and the two years preceding:—

Crossings—How Protected.	1909.		1910.		1911.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban
By gates	34	153	28	133	28	153
By overhead bridges	190	110	220	125	232	128
By subways	213	166	229	171	269	182
By bells	39	77	64	83	104	115
By watchmen	16	101	16	118	19	123
Total	492	587	557	630	652	701

It will be observed that a substantial increase in the number of protected crossings took place during the year.

RAILWAY EMPLOYEES.

The number of railway employees in 1911 was 141,224—an increase of 17,456 over 1910.

Of the foregoing, 19,118 were attached to outside operations, as compared with 16,709 in the preceding year. To those thus engaged in 1911 remuneration to the extent of $6,976,208.26 was paid.

The following table will afford information with regard to the aggregate of salaries and wages paid by railways in 1911 and the preceding four years:—

Employees.	1907.	1908.	1909.	1910.	1911.
	$	$	$	$	$
Salaries and wages	58,719,493	60,376,607	63,216,662	67,167,793	74,613,738

The increase for 1911 over 1910 was 11·08 per cent.

Numbers and classes of employees, together with the number per 100 miles of line, are shown in the following table:—

Railway Employees.	1907.		1908.		1909.		1910.		1911.	
	No.	Per 100 miles of line.	No.	Per 100 miles of line.	miles	Per 100 miles of line.	No.	Per 100 miles of line.	No.	Per 100 miles of line.
General officers	336	2	318	1	328	1	372	2	341	1
Other officers	461	2	526	2	574	2	178	3	878	3
General office clerks	4,214	19	4,795	21	5,967	25	6,835	28	7,076	28
Station agents	2,536	11	2,522	11	2,624	11	2,879	12	2,875	11
Other stationmen	11,829	53	8,908	39	10,739	45	12,578	51	13,334	52
Enginemen	4,351	19	3,868	17	4,104	17	4,419	18	4,647	18
Firemen	4,760	21	4,206	18	4,330	18	4,885	20	4,979	20
Conductors	2,911	13	2,719	12	2,831	12	3,323	13	3,643	14
Other trainmen	8,261	36	7,507	33	8,178	34	7,946	32	8,472	33
Machinists	2,486	11	2,759	12	3,294	14	2,935	12	3,092	12
Carpenters	3,215	14	3,190	14	3,377	14	4,348	17	4,283	17
Other Shopmen	12,579	56	11,873	52	13,858	57	15,387	62	19,075	75
Section foremen	3,903	17	4,017	17	4,216	17	4,539	18	4,166	16
Other trackmen	30,614	136	20,068	87	28,401	118	30,131	122	21,628	85
Switch tenders, &c	2,364	11	1,849	8	1,624	7	1,628	7	1,868	7
Telegraph operators	2,987	13	2,686	12	2,899	12	2,985	12	3,088	12
Floating equipment	5,426	24	7,273	32	9,324	39	292	1	8,230	32
All other employees	20,779	93	17,320	75	18,527	77	17,568	71	29,549	116
Total	124,012	551	106,404	463	125,195	520	123,768	501	141,224	552

In 1910 the employees attached to the floating equipment of railways were not in all cases properly reported, and the figures relating to numbers were almost wholly omitted.

The average daily compensation of employees for the past five years is shown in the following table:—

Employees.	1907.	1908.	1909.	1910.	1911.
	$	$	$	$	$
General officers	11 74	11 59	11 73	10 72	11 72
Other officers	4 11	4 63	4 59	4 73	4 84
General office clerks	1 70	1 81	1 81	1 94	1 98
Station agents	1 91	2 04	2 09	2 16	2 28
Other stationmen	1 56	1 71	1 65	1 65	1 73
Enginemen	3 89	4 53	4 13	4 12	4 40
Firemen	2 42	2 50	2 52	2 53	2 78
Conductors	3 20	3 30	3 31	3 30	3 62
Other trainmen	1 92	2 06	2 13	2 12	2 44
Machinists	2 41	2 68	2 89	2 98	3 14
Carpenters	2 09	2 19	2 23	2 52	2 44
Other shopmen	1 99	2 16	2 33	2 19	2 22
Section foremen	2 06	2 25	2 15	2 18	2 32
Other trackmen	1 45	1 57	1 59	1 58	1 66
Switch tenders, &c	1 84	1 81	2 00	1 57	1 98
Telegraph operators	1 88	2 07	2 09	2 20	2 28
Employees—floating equipment	1 18	1 10	1 26	2 19	1 11
All other employees	1 81	1 87	1 95	1 95	1 87

The total yearly compensation of railway employees has been distributed under the following heads:—

——	1907.	1908.	1909.	1910.	1911.
	$	$	$	$	$
Way and structures	15,398,885	14,715,572	14,249,186	16,502,902	18,157,696
Equipment	12,161,917	13,008,104	14,623,930	14,775,782	15,544,057
Traffic expenses	.....	.....	5,353,607	1,313,980	1,564,399
Transportation expenses	27,398,553	28,479,096	24,656,585	32,091,952	36,832,034
General expenses	3,760,138	4,173,835	4,333,354	2,483,177	2,515,552
Total	58,719,493	60,386,607	63,216,662	67,167,793	74,613,738

The relationship of the total salaries and wages bill to gross earnings and operating expenses is shown in the following table:—

——	Ratio to Gross Earnings.	Ratio to Operating Expenses.
1907	40·01	56·70
1908	41·09	56·26
1909	43·58	60·43
1910	38·61	55·78
1911	39·53	56·94

TAXATION.

The tax bill for 1911 amounted to $1,792,390.07, as compared with $1,792,-648.83 in 1910.

The taxes collected from railways during the past three years have been divided among the Provinces as follows:—

Province.	1909	1910	1911.
	$ cts.	$ cts.	$ cts.
Nova Scotia	926 54	16,762 66	10,645 70
New Brunswick	782 79	1,298 35	767 58
Prince Edward Island	100 00	100 00	50 00
Quebec	362,974 16	337,490 05	372,914 32
Ontario	764,620 56	747 004 78	790,092 89
Manitoba	128,082 84	92,476 48	154,783 10
Alberta	98,038 39	87,423 93	79,019 28
Saskatchewan	48,869 56	161,575 45	196,971 26
British Columbia	154,025 07	220,687 32	5,894 38
Yukon	6,020 90	5,896 64	90,466 40
Outside operations	16,895 78	121,933 17	.....
Total	1,581,336 59	1,792,648 83	1,792,390 07

Following are the statutory conditions governing the taxation of railways in the various provinces:—

Ontario.—Section 6 of 'An Act to Supplement the Revenues of the Crown,' assented on April 14 last, provides:

'Every company owning, operating or using a railway shall pay a tax of $60 per mile for one track, and, where the line consists of two or more tracks, of $20 per mile for each additional track owned, operated or used in any organized county; and of $40 per mile for one track, and, where the line consists of two or more tracks, of $10 per mile for each additional track, in territory without county organization: provided that a company owning, operating or using a railway which, either by itself or in conjunction with any other railway leased by it or to which it is leased or with which it is amalgamated or together with which it forms one system does not exceed 150 miles in length from terminus to terminus, shall in lieu of the said tax pay a tax of $15 per mile for one track and, where the line consists of two or more tracks, of $5 per mile for each additional track, and where the railway or system does not exceed 30 miles in length from terminus to terminus a tax of $10 per mile for one track and $5 per mile for each additional track.

'Every company owning, operating or using a street railway or part thereof in a city for carrying passengers shall pay for each mile of track within the city a tax of: (*a*) $20 when such mileage does not exceed 20 miles; (*b*) $35 when such mileage exceeds 20 miles but does not exceed 30 miles; (*c*) $45 when such mileage exceeds 30 miles but does not exceed 50 miles, and (*d*) $60 when such mileage exceeds 50 miles. The mileage shall be computed on the single track, each mile of double track being counted as two miles of single track; but in calculating the mileage switches or sidings, tracks into car stables or car sheds, Y's and curves laid at street corners and portions of track not in general use for passenger traffic shall not be counted.'

The municipalities also impose taxes on railways in Ontario.

Quebec.—Section 8 of 'The Act to impose taxes on Commercial Corporations, &c.,' reads:

'Every railway company owning, operating or using in whole or in part in this province, a steam or electric railway, shall pay upon each main line thirty dollars per mile for one track, and, where the line consists of two or more tracks, fifteen dollars per mile for each additional track owned, operated or used as aforesaid; upon each branch line twenty dollars per mile for one track, and, where the line consists of two or more tracks, ten dollars per mile for each additional track.'

A municipal tax also exists in the province of Quebec.

Nova Scotia and New Brunswick.—In neither of these provinces are railways subject to any form of taxation.

Manitoba.—Section 5 of the Act relating to Railway Taxation enacts:

'In order to supplement the Revenue of the Crown in the province of Manitoba every railroad company at present owning or operating, or which may hereafter own or operate, any line or lines of railroad within the said province shall annually pay to the Crown in the province a part or portion of the gross earnings of such railway companies in the province of Manitoba as follows:—In and for the year 1900, 1901 and 1902, two per cent of the gross earnings of such companies. In each and every year after the year 1902 such sums as may be determined by the Lieutenant Governor in Council not exceeding, however, three per cent of the gross earnings of the companies.'

Saskatchewan.—Section 3 of the 'Act respecting the Taxation of the Earnings of Railway Companies' provides as follows:—

'Every railway company at present owning or operating or which may hereafter own or operate any line or lines of railway situated or partly situated within Saskatchewan shall during the year one thousand nine hundred and eight and annually thereafter pay to the Crown in this province such part or portion of its gross earnings derived from the said line or lines of railway or such portions thereof as are within Saskatchewan as may be determined by the Lieutenant Governor in Council not to exceed the following:—(*a*) In respect of that part of the railway or branch of railway in operation for seven years or more three per cent of the gross earnings derived from the operation of the same; (*b*) In respect of that part of the railway or branch of railway in operation for five years or more and less than seven years one and one-half per cent of such gross earnings: Provided that no tax shall be payable hereunder on the gross earnings of any railway or branch thereof until such railway or branch has been in operation for five years.'

Alberta.—Railways are taxed on a rate of one per cent upon their actual value. Pending an inquiry as to the facts in that regard, the value is assumed by law to be $20,000 per mile. On that basis taxes have been levied during the past two years.

DESPATCHING BY TELEPHONE.

Within recent years there has been a movement among railways on this continent to substitute the telephone for the telegraph instrument for the despatching of trains. It was thought worth while, therefore, to ascertain to what extent this new system has been given effect in Canada. A special schedule was sent out, and the information was elicited that 3,306·33 miles of line were, on 30th June last, equipped with telephones for despatching purposes.

FOREIGN STATISTICS.

During the year, as has been said, statistical reports were received from many foreign countries, and the salient facts have been compiled into a table which forms an appendix to this report.

I desire to acknowledge the courtesy of the Department of External Affairs in securing for me a majority of these foreign railway reports.

ELECTRIC RAILWAYS.

The expansion of Electric Railway interests in Canada was continued during the year 1911. There were substantial increases in the mileage operated and volume of business.

Reports were received from all companies and municipalities operating electric railways throughout the Dominion, and, although they were not uniformly complete, they will afford a satisfactory basis for comparisons with the statistics of preceding years.

MILEAGE.

Following is a statement of track mileage for the past three years:—

Length of Tracks.	1909.	1910.	1911.
	Miles.	Miles.	Miles.
Length of first main track	988·97	1,049·07	1,223·73
Length of second main track	215·05	242·39	259·74
Total length of main track	1,204·02	1,291·46	1,483·47
Length of sidings and turnouts	83·62	91·39	103·54
Total, Computed as single track	1,287 65	1,382·85	1,587·01

It will be seen that there was an increase in first main track mileage of 174.66, and in second main track of 17.35—making a total for the year of 192.01 miles. Sidings and turnouts were increased by 12.15.

The record of first main track mileage since 1901 is as follows:—

1901	674.58*
1902	557.59
1903	759.36
1904	766.50
1905	793.12
1906	813.74
1907	814.52
1908	992.03
1909	988.97
1910	1,047.07
1911	1,223.73

*Improperly included double track and sidings.

CAPITAL LIABILITY.

The capital liability of electric railways was increased from $102,044,979 in 1910 to $111,532,347 in 1911.

The following statement will show the facts with regard to capital liability for the past five years:—

——	1907.	1908.	1909.	1910.	1911.
	$	$	$	$	$
Stocks	43,491,746	50,295,266	51,946,433	58,653,826	62,251,203
Funded debt	31,166,976	37,114,619	39,658,556	43,391,153	49,281,144
Total	74,658,722	87,409,885	91,604,989	102,044,979	111,532,347

From the foregoing statement is excluded the amount of $493,346 received as aid from governments and municipalities.

EARNINGS AND OPERATING EXPENSES.

The gross earnings from operation for 1911 were $20,356,951.70—an increase of $3,256,162.22 over 1910.

The income for 1911 came from the following sources:

Car Earnings—		
Passengers	$ 19,130,376	22
Freight	744,179	11
Mail and express	88,233	13
Other car earnings	100,930	12
Total car earnings	$ 20,063,718	58
Miscellaneous Earnings—		
Advertising	66,147	33
Rent of buildings, &c	22,551	98
Rent of tracks	13,650	94
Rent of equipment	58,624	40
Sale of power	43,698	24
Other earnings	88,560	23
	293,233	12
Gross earnings from operation	$ 20,356,951	70

A comparison of car earnings for the past five years gives the following result:—

Gross Car Earnings.	1907.	1908.	1909.	1910	1911.
	$	$	$	$	$
Passenger	12,013,421	13,233,724	14,080,755	16,125,944 72	19,130,376 22
Freight	344,367	346,021	386,092	575,536 84	744,179 11
Mails and express	41,951	54,883	110,452	68,604 11	88,233 13
Other earnings	233,190	372,421	34,185	51,241 07	100,930 12
	12,630,430	14,007,049	14,611,484	16,821,376 74	20,063,718 58

It has been explained in preceding years that, in presenting a balance sheet with respect to electric railway operations, it is not possible to use precisely the figures which appear in the foregoing statement. This arises from the fact that an absolute separation has seemingly thus far been impracticable, in some

instances, as between railway earnings and those which come from other operations, such as the supplying of energy for lighting and power purposes. This situation must be borne in mind in considering the following balance sheet for 1911:—

	$ cts.	$ cts.
Earnings and Income—		
Gross earnings from operation		20,356,951.70
Miscellaneous income		1,683,336.35
		22,040,288 0
Operating expenses	12,096,134 22	
Deductions from Income—		
Taxes	1,437,045 07	
Interest on funded debt	1,622,780.11	
Interest, floating debt	157,843.38	
Other deductions	135,149.97	15,447,952.75
Net income		6,592,335.30

Since, however, several railways were operated at a loss, amounting in the aggregate to $200,732.14, the actual net income, as between gross earnings and operating expenses, for the year was $9,944,153.83.

Following is a comparison of deductions from income for the past three years:—

	1909.	1910.	1911.
	$	$	$
Taxes	843,959 12	1,311,953 65	1,437,045 07
Interest on funded debt	1,213,142 24	1,449,152 48	1,622,780 11
Interest on floating debt	104,573 13	156,546 16	157,843 38
Other deductions	36,631 99	36,106 97	155,149 97
Total	2,198,306 48	2,953,759 26	3,352,818 53

The operating expenses amounted to $12,096,134.22 for 1911—and were equal to 59.42 per cent of the gross earnings from operation. In 1910 the percentage was 59.29.

Following is a distribution of the operation expenses for 1911 and the preceding year:—

Operating Expenses.	1910.	1911.
	$ cts.	$ cts.
Maintenance of way and structures	797,895 03	920,874 93
Maintenance of equipment	1,532,542 87	1,758,289 10
Operations of power plant	1,586,927 37	2,001,543 00
Operation of cars	4,814,761 63	5,768,085 10
General	1,406,943 49	1,610,098 62
Total	10,139,070 39	12,096,134 22

Following is a comparative statement of the items comprising operating expenses for the past three years:—

	1909.	1910.	1911.
	$ c.	$ c.	$ c.
Maintenance of way and structures—			
Track and roadway	386,646 54	590,363 28	693,498 75
Electric line	94,249,33	152,874 47	162,108 91
Buildings and fixtures	50,241 32	54,657 28	64,697 11
Maintenance of equipment—			
Steam plant	18,008 61	38,305 93	46,504 31
Electric plant	36,682 74	45,148 10	65,145 02
Cars	405,497 36	692,276 38	790,609 02
Electric equipment of cars	321,050 88	481,301 83	546,276 52
Miscellaneous equipment	48,317 04	58,815 63	99,831 25
Miscellaneous shop expenses	39,608 67	202,591 58	192,608 03
Transportation—Operation of power plant—			
Power plant wages	127,015 19	178,389 69	207,118 54
Fuel for power	184,719 72	271,410 36	332,584 89
Water for power	20,818 00	21,398 33	21,947 47
Lubricants and waste for power plant	8,262 43	10,538 93	10,702 75
Miscellaneous supplies and expenses	26,124 49	17,916 34	29,126 20
Hired power	686,128 63	1,087,273 72	1,390,810 05
Transportation—Operation of cars—			
Superintendence	130,475 58	192,567 60	250,459 73
Wages of conductors	1,181,244 60	1,749,916 70	2,070,624 01
Wages of motormen	1,150,002 77	1,697,096 68	2,024,115 38
Wages, miscellaneous car service employees	121,009 71	152,950 35	294,498 67
Wages, car house employees	307,351 76	393,998 76	287,441 56
Car service supplies	53,713 15	94,486 16	151,489 64
Miscellaneous car service expenses	75,940 59	183,526 94	306,931 96
Hired equipment	25,988 40	42,136 56	55,278 55
Cleaning and sanding track	26,703 64	65,200 30	80,302 13
Removal of snow and ice	100,154 28	238,881 58	246,943 47
General—			
Salaries of general officers	153,665 61	236,575 70	279,819 40
Salaries of clerks	154,213 54	202,712 98	250,902 23
Printing and stationery	28,157 11	33,634 34	44,284 36
Miscellaneous office expenses	32,422 53	44,336 11	34,944 72
Stable expenses	17,059 38	30,817 44	33,047 06
Store Expenses	20,133 95	33,841 10	37,876 19
Advertising and attractions	55,343 96	47,411 04	49,948 03
Miscellaneous general expenses	151,399 58	133,752 32	165,707 31
Damages	201,877 48	342,120 26	357,279 67
Legal expenses	19,147 15	8,784 32	9,107 93
Miscellaneous legal expenses	26,764 29	54,336 64	63,311 08
Rent of land and buildings	15,628 20	20,936 74	28,310 05
Rent of track and terminals	73,087 18	98,753 70	110,846 74
Insurance	85,235,41	118,930 80	144,713 85

NOTE—Details were not supplied by the Sherbrooke Street Railway Company for the operating expenses aggregating $37,243.47.

PUBLIC SERVICE.

During the year 1911 the public service of electric railways was shown in the carrying of 426,296,792 passengers, exclusive of 111,857,040 transfer passengers, and in the hauling of 2,496,072 tons of freight.

As compared with 1910 the increase in passengers carried was 65,331,916, and in freight hauled 1,643,778 tons. The expansion of freight business by electric lines has been very marked during the past five years.

The development of passenger traffic since 1901 is shown in the following table:—

1901	120,934,656
1902	137,681,402
*1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,964,876
1911	426,296,792

The carrying of 426,296,792 passengers in 1911 involved a car mileage of 71,534,128, and for the hauling of 2,496,072 tons of freight 1,084,678.

EQUIPMENT.

The following comparative statement will show the numbers and classes of cars, &c., on June 30, 1911:—

Classes of Cars, &c.	1909.	1910.	1911.
Passenger, closed	1,689	1,795	1,985
Passenger, open	1,017	994	990
Passenger, combination	337	337	455
Freight	152	282	357
Mail, express and baggage	20	25	33
Combination, passenger and freight	7	7	5
Work	85	87	108
Snow ploughs	54	62	60
Sweepers	90	97	106
Miscellaneous	93	103	226
Total	3,544	3,789	4,325

EMPLOYEES.

There were 13,671 employees attached to electric railways on June 30, 1911. These figures show an increase of 3,114 over the year 1910.

The aggregate of salaries and wages paid to employees in 1911 was $8,559,215.04—an increase of $2,242,437.84 over the preceding year. The salaries and wages bill made up 70·76 per cent of the total operating expenses, as compared with 62·30 per cent in 1910.

Following were the numbers and divisions of employees in 1911 and the two preceding years:—

Employees.	1909.	1910.	1911.
General administration—			
General officers	132	150	163
General office clerks	413	553	694
Maintenance.—			
Superintendents	72	71	89
Other employees	3,548	3,633	4,546
Transportation—			
Superintendents	100	102	111
Other employees	6,292	6,881	8,157
Total	10,557	11 390	13,671

ACCIDENTS.

During the year 1911 the electric railways killed 102 and injured 2,670 persons—an increase over 1910 of 7 in the number killed, and 132 in the number injured.

Following is a comparative statement showing the numbers and classes of persons killed and injured during the past three years:—

	1909.		1910.		1911.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	11	1,303	14	1,595	11	1,784
Employees	7	218	13	227	8	300
Others	50	618	68	716	83	586
Total	68	2,139	95	2,538	102	2,670

SUMMARIES.

The following summaries of statistical facts will enable instructive comparisons to be made:—

	1901.	1902.	1903.	1904.
Total mileage	*674·58	557·59	759·36	766·50
Paid up Capital	$39,076,018	$41,593,063	$47,096,45	$50,399,188
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,609
Net earnings	2,333,120	2,683,583	2,760,819	3,127,092
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373
" freight	95,082	127,917	164,188	182,143
" mail and express	33,135	15,952	20,276	30,738
" other sources	110,377	146,652	160,803	158,353
Total operating expenses	3,435,162	3,802,855	4,472,858	5,326,516
Maintenance of way and buildings	310,892	445,837	481,236	606,146
Cost of motive power	502,101	541,087	777,201	1,377,199
Maintenance of cars	322,700	353,891	606,602	659,213
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998
Tons of freight carried	287,926	266,182	371,286	400,161

	1905.	1906.	1907.	1908.
Total mileage	793·12	813·74	814·52	992·03
Paid up Capital	$61,033,321	63,857,967	73,567,795	87,903,231
Gross earnings	9,357,125	10,966,871	12,630,430	14,007,049
Net earnings	$3,438,931	4,291,834	4,971,624	5,311,170
Earnings—passenger traffic	$8,932,913	10,438,000	12,013,421	13,233,724
" freight	$216,022	288,105	344,367	346,021
" mail and express	$31,753	35,041	41,951	54,883
" other sources	$176,435	205,724	233,190	372,421
Total operating expenses	$5,918,194	6,675,037	7,373,251	8,695,880
Maintenance of way and buildings	$629,656	608,767	765,684	912,929
Cost of motive power	$1,240,001	1,242,075	1,412,358	1,803,723
Maintenance of cars	$747,073	894,460	1,060,783	1,118,925
General operating charges	$3,301,462	3,929,733	4,498,424	4,860,303
Total car mileage	45,959,101	50,618,836	53,361,227	56,964,881
Passengers carried	203,467,317	237,655,074	273,999,404	299,099,309
Tons of freight carried	510,350	506,024	479,731	732,475

	1909.	1910.	1911.
Total mileage	988·97	1,047·07	1,223·73
Paid up Capital	$91,604,989	102,044,979	111,532,347
Gross earnings	$14,611,484	17,100,789	20,356,952
Net earnings	$4,962,501	5,383,276	6,592,335
Earnings—passenger traffic	$14,080,755	16,125,995	19,130,376
" freight	$386,092	575,537	744,179
" mail and express	$110,452	68,604	88,233
" other sources	$34,185	51,241	100,930
Total operating expenses	$8,885,235	10,121,781	12,096,134
Maintenance of way and buildings	$643,135	797,895	920,875
Cost of motive power	$1,445,227	1,586,927	2,001,543
Maintenance of cars	$1,184,287	4,814,762	5,768,085
General operating charges	$5,612,041	1,406,943	1,610,099
Total car mileage	60,152,846	65,249,166	72,618,806
Passengers carried	314,026,671	360,964,876	426,296,792
Tons of freight carried		852,294	2,496,072

*Improperly included, double track and siding.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every	Injured one in every
1901...	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902...	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903..	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904..	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905..	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906..	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907.	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908..	18	6	43	67	1,156	188	539	1,883	299,099,309	16,616,628	258,736
1909.	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910.	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911...	11	8	83	102	1,784	300	586	2,670	426,296,792	38,751,254	238,955

Details with regard to electric railways will be found among the tables constituting the body of the subjoined report

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,

Comptroller of Statistics.

RAILWAY STATISTICS

Table 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1911.

Name of Railway.	Description.	Distance. Miles.	Total.
Alberta Railway and Irrigation Co	From Lethbridge, Alberta, to Coutts, on International boundary	64·61	
	Stirling to Cardston	47·21	
			111·82
Albert Southern (abandoned)	Harvey Branch Junction to Alma, N.B.	16 00	
	Harvey Branch, Albert, to Harvey Bank, N.B.	3 00	
			19 00
Algoma Central and Hudson Bay	Sault Ste. Marie to Chippewa—Main line	69 35	
	Branch—Michipicoten to Helen Mines	10·29	
	" Josephine Junction to Josephine Mine	10·00	
			89·64
Algoma Eastern, formerly Manitoulin and NorthShore	Sudbury to Crean Hill	22·70	
Atlantic, Quebec and Western	Paspebiac to end of steel		52·25
Baie des Chaleurs in Atlantic and Lake Superior System (now Quebec Oriental)	Matapedia Station on I. C. R. to Paspebiac		100·00
Bay of Quinte Railway	Deseronto to Bannockburn	76·00	
	" west of Deseronto	2·00	
	Yarker to Sydenham	11·39	
			89·39
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Creston, and from Jct. with C. P. R. at Sirdar to Kuskanook		15·30
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.		69·45
Bessemer and Barry's Bay			5·00
British Yukon	White Pass to Whitehorse Spur, B.C.	90·32	
	Macrae to Pueblo	10·80	
			101·12
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		34 00
Brockville, Westport and North Western	Brockville to Westport, Ont.		45 00
Bruce Mines and Algoma	Town of Bruce Mines to Rock Lake Mine		17·28
Canada Atlantic, including Ottawa, Arnprior and Parry Sound Railway, now in Grand Trunk System	City of Ottawa to Junction with Grand Trunk at Lacolle and U.S. boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle, and Ottawa to Depot Harbour, near Parry Sound		396·41
Central Counties Leased to Canada Atlantic	From Glen Robertson, on Canada Atlantic, to Hawkesbury, Ont.	22·24	
	South Indian, on Canada Atlantic, to Rockland	16·25	
			38·49
Canadian Northern	Port Arthur to Rainy River	284·80	
	International boundary to Paddington	106·60	
	Beaver to Edmonton	749·10	
	Branches—Twin City Junction to Gunflint Lake	73·30	
	" Carman Junction to Somerset	78·40	
	" Neepawa Junction to McCreary Junction	70·56	
	" North Junction to Prince Albert	360·59	
	" Sifton Junction to Winnipegosis	21·10	
	" Emerson to South Junction	72·69	

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Northern—*Con.*	Branches—Winnipeg Transfer Track	18·81	
	" Rossburn Junction to Calder	145·50	
	" Greenway to Adelpha	52·10	
	" Arizona Junction to C. N. Junction	298·88	
	" Brandon Junction to Carberry	22·90	
	" St. James to Gypsumville	157·99	
	" Hartney to Virden	36·71	
	" Battleford to Battleford Junction	7·91	
	" Edmonton Junction to Mornville	21·36	
	" Edmonton to Stony Plains	21·35	
	" Oakland to Tobogan	17·24	
	" Thunderhill Junction to Pelly	35·67	
	" Dalmeny N. to Laird	28·13	
	" Paddington to Birdshill	8·70	
	" Saskatoon to Kindersley	126·10	
	" Strathcona to Edmonton	7·22	
	" Ochre River to end of track	14·90	
	" Hudson Bay Jct. to Le Pas	88·06	
	" Hallboro to Beulah	75·43	
	" Prince Albert to Shellbrook	28·50	
	" Luxton to Bienfait	16 40	
	" North Battleford to end of steel	40 00	
			3,087 00
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	226·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
Leased	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
"	Leamington and St. Clair—Comber to Leamington	15·95	
			380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick— Fredericton to Loggieville	125·00	
Canadian Pacific—			
Owned	Main Line—Montreal to Vancouver		2,909·60
	Branches—Dunmore to Crowsnest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Félix	16·60	
	" Ste. Therese Junction to St. Jérome	13·30	
	" Ste. Therese to St. Eustache	6·00	
Montreal and Western	" St. Jérome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry	" Carleton Junction to Brockville	44·90	
	" Sudbury to Sault St. Marie	179·30	
	" Sudbury to Copper Mines	5·60	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emerson	63·80	
	" Rugby Junction to Manitou	100·30	
	" Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·40	
	" Rudyard to Kaleida	6·50	
	Souris Branch—Kenmay to Estevan	156·20	
	Glenboro' to Souris	46·00	
	Deloraine to Napinka	18·60	
	Branches—Schwitzer Junction to Regina	210·20	
	" North Portal to Pasqua	160·60	

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Pacific—*Con.* Lake Temiscamingue Colonization	Branches—New Westminster Jct. to New Westminster	8·20	
	" Mattawa to Kippewa	47·20	
	" Mission Junction to Sumas	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Cranbrook to Kimberly	20·30	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561.30	
	" Marysville Junction to Marysville	0·90	
	" Crowsnest to Kootenay Landing	182·00	
	" Selkirk Junction to Selkirk	1·30	
	" Wolseley to Reston	122·40	
	" Lauder to Tilston	28·90	
	" Bolton Junction to Romford	227·00	
	" Moosejaw to Outlook	118·10	
	" Stoughton to Forward	62.90	
	" Langdon to Acme	39·80	
	" Kipp to Carmangnay	28.00	
	" Kerrobert to Macklin	46·10	
			3,352·10
	Total mileage owned		6,261·70
Lines leased	Atlantic and Northwest (in Canada)—		
	South and Lachine Bridge to Maide boundary, Que. 181·90		
	Eganville Jct. to Eganville, Ont. 18·80		
		200·70	
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont. 51·70		
	Chaudiere Junction to Sussex St., Ottawa 6·60		
		58·30	
	Ontario and Quebec—		
	Montreal (Windsor Sta.) to Montreal Jct. 4·80		
	Mile End to Adirondack Jct. 10·00		
	St. Luc Jct. to Western Jct. 2·10		
	Montreal Jct. to Toronto (Union Station) 338·90		
	Leaside Jct. " " " 5·30		
	London to Windsor 112·60		
		473.70	
	Credit Valley—		
	Toronto Junction to St. Thomas 116·90		
	Streetsville Junction to Melville Jct. 31·60		
	Cataract to Elora 27·30		
		175 80	
	West Ontario Pacific—Woodstock to London	26·70	
	Toronto, Grey and Bruce—		
	Toronto Junction to Owen Sound 116·40		
	Orangeville Junction to Teeswater 67·80		
	Wingham Junction to Wingham 4·50		
	Mount Forest Tank to Mount Forest 1·20		
		189·90	
	Guelph Junction—		
	Guelph Junction on Credit Valley Ry. to Guelph	14·90	
	Joliette and Brandon—		
	St. Felix to St. Gabriel de Brandon	11 00	

TABLE Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		Distance. Miles.	Total.
Canadian Pacific—*Con.*				
Leased lines	Montreal and Ottawa—			
	Vaudreuil to Jct. with Canada Atlantic	86·70		
	Rigaud to Pt. Fortune	6·80		
				93·50
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon			38·70
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton			2·70
	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine			2·30
	New Brunswick—			
	Woodstock to Maine boundary	59·40		
	Newburg Junction to Gibson	59·10		
	Aroostook Junction to Edmundston	57·10		
				175·60
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·40		
				93·70
	Fredericton—			
	Fredericton Junction to Fredericton			22·10
	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·00		
				117·50
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown			4·60
	Tobique Valley—			
	Perth Centre to Plaster Rock			27·50
	Manitoba and Northwestern—			
	Portage-la-Prairie to Lanigan	348·50		
	Binscarth to Russell	11·30		
	Bradenbury South	1·00		
	Saskatchewan and Western—Minnedosa to Gauthier Junction	18·20		
				379·00
	Manitoba Southwestern Colonization—			
	Manitou to Deloraine	100·60		
	Rugby Junction to Glenboro'	102·70		
	Elm Creek to Carman	12·20		
				215·50
	Great Northwest Central—			
	Chater to Miniota	71·00		
	Forrest to Lenore	40·70		
				111·70
	British Columbia Southern—			
	Nelson to Proctor	20·40		
	Curzon to Kingsgate	8·50		
				28·90
	Northern Colonization—			
	Labelle to Mont Laurier			58·00
	Shuswap and Okanagan—			
	From Jct. with C.P.R. at Sicamous to Lake Okanagan			50·80

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.		DISTANCE. Miles.	Total.
Canadian Pacific—*Con.* Leased Lines				
	Nakusp and Slocan—			
	Nakusp on Arrow Lake to Three Forks of Carpenter's Creek, B.C.		36·40	
	Columbia and Western—			
	Castlegar Junction to Midway	100·90		
	Castlegar Junction to Rossland	29·30		
	Trail to Smelter Junction	2·00		
	Mining Spurs, including Rossland to Le Roi.	25·10		
			157·30	
	Kootenay and Arrowhead—			
	Lardo to Gerrard		33·20	
	Columbia and Kootenay—			
	Nelson to Robson	27·40		
	Spur to mouth of Kootenay River	·80		
	Slocan Junction to Slocan	31·30		
			59·50	
	Vancouver and Lulu Island—			
	Vancouver to Steveston	16·90		
	Eborne extension	10·00		
			26·90	
	Calgary and Edmonton—			
	Calgary Junction to Strathcona	190·60		
	" to Macleod Junction	107·20		
	Wetaskiwin to Hardisty	100·00		
	Lacombe to Castor	85·00		
			482·80	
	Ottawa Northern and Western—			
	Hull to Waltham	77·50		
	Hull Junction to Maniwaki	80·90		
			156·40	
	Tilsonburg, Lake Erie and Pacific—			
	Ingersoll to Port Burwell	33·40		
	Ingersoll Junction to Ingersoll	9·30		
			42·70	
	Guelph and Goderich—			
	Guelph to Goderich	80·60		
	Linwood Junction to Listowel	16·20		
			96·80	
	Nicola, Kamloops, and Similkameen—			
	Nicola to Spence's Bridge		47·00	
	Walkerton and Lucknow—			
	Walkerton to Saugeen Junction		37·60	
	Georgian Bay and Seaboard—			
	Victoria Harbour to Coldwater		13·30	
	St. Mary's and Western Ontario—			
	Embro to St. Mary's		15·70	
	Orford Mountain—			
	Eastman to Windsor	36·50		
	Eastman to Troy Junction	23·10		
			59·60	
	St. Maurice Valley—			
	Three Rivers to Grand Mère		27·30	
	New Brunswick Southern—			
	Shore Line Junction to Bay Shore Junction		81·00	
	Total mileage leased			3,948 60
	" owned			6,261 70
	" in Can. Pac. system			10,210 30

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Canadian Government Rys	Intercolonial—		
	Halifax to St. Rosalie Junction	796·04	
	Dartmouth Branch	12·00	
	Truro to Sydney	214·27	
	Pt. du Chene to St. John	101·29	
	Indian Town Branch	21·95	
	St. Leonard Junction to Nicolet	14·70	
	River Ouelle Branch	6·19	
	St. Charles Junction to Chaudiere Junction	16·73	
	Dalhousie Branch	6·28	
	Pictou to Oxford Junction	69·39	
	Brown's Point to Stellarton	11·90	
	New Glasgow Junction to Pictou Landing	8·18	
	Pugwash Junction to Pugwash	4·54	
	Fredericton to Loggieville	124·80	
	Sydney Mines Branch	7·07	
	Freight Branches	35·04	
		.....	1,450 37
	Windsor Branch (32 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Georgetown	158·60	
	Charlottetown to Murray Harbour	52·30	
	Branch—Mount Stewart to Souris	39·33	
	Branch—Montague Junction to Montague	6·20	
	" Emerald to Cape Traverse	12·90	
		.....	269·33
			1,719 70
Canadian Northern Ontario	Toronto to Parry Sound	145·40	
	Parry Sound Junction to Sudbury Junction	112·50	
	Sudbury Junction to Gowganda Junction	53·30	
	Branches	21·19	
	Business Spurs	10·51	
		.....	342·90
Canadian Northern Quebec	Quebec to Montreal	176·35	
	Joliette to Hawkesbury	67·05	
	Garneau Junction to River à Pierre Jct'n	40·00	
	St. Jerome Junction to Huberdean	45·70	
	St. Jacques Junction to Rawdon	15·88	
	Shawinigan Junction to Falls	4·50	
	Lorette Junction to Transcontinental Jct	2·89	
	Hedleyville Junction to Montmorency River	7·22	
	Spurs	9·22	
		.....	368·81
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.	.....	68·00
Carillon and Grenville	Carillon to Grenville, Que., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in)	.....	13·00
Central Ontario	Picton to Trenton Junction	32·17	
	Trenton Junction to Coe Hill	72·60	
	Ormsby Junction to Maynooth	35·36	
		.....	140·13

SESSIONAL PAPER No. 20b

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Total.
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.	....	74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
Dominion Atlantic, comprising Windsor and Annapolis, Yarmouth and Annapolis and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	170·78	
	Branches—		
	Wilmot to Torbrook	5·26	
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·15	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·47	
	Windsor to Truro	57·21	
			278·87
Eastern British Columbia	Corbin to McGillivray, B.C.	14·00	
	Branches	2·00	
			16·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27·00	
	Havelock to Keith's Mills	1·00	
			28·00
Esquimalt and Nanaimo	Victoria to Wellington, Island of Vancouver		78·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		
Grand Trunk (owned)—			
Eastern Division		722·88	
Northern Division		884·64	
Middle Division		1,080·59	
Southern Division		245·55	
			2,933·66
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	161·30	
			161·30
	Total mileage owned and leased		3,094·96
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with railroads in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		
Grand Trunk Pacific	Under construction. (See, Introduction.)		
Gulf Shore, now, Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Halifax and Southwestern, formerly Nova Scotia Southern, including Central Nova Scotia, Halifax and Yarmouth and Middleton and Victoria Beach, and Liverpool and Milton	Halifax to Yarmouth	246·60	
	Mahone Junction to Lunenburg	7·00	
	Bridgewater Junction to Middleton Junction	92·05	
	New Germany Junction to Caledonia	22·10	
	Liverpool to Rapid Falls	4·85	
	Nictaux to Forbrook Mines	4·16	
	Shelburne to Battery Point Wharf	1·11	
			377·87
Hereford	From International Boundary to Lime Ridge, Quebec connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·18
Interprovincial Railway, bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa	1·40	
Irondale, Bancroft and Ottawa	From Junction with Grand Trunk Railway near Kinmount Station, to Junction with Central Ontario Ry		51·00
Inverness and Richmond, now Inverness Ry. and Coal Co	Inverness to Point Tupper Junction		60·91
Kaslo and Slocan	From Kaslo to McGuigan, B.C.	23·18	
	Branches	0·19	
			23·37
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway		27·00
Kettle Valley	Carson to Lynch Creek, B.C.		22·20
Kingston and Pembroke	Main Line Kingston to Renfrew	103·40	
	Glendower Branch—Bedford to Zanesville Mine	4·10	
	Robertsville Branch—To Robertsville Mines	0·90	
	Branches—To Doran's Mills, Charcoal Works McLaren's Mills, Bethlehem Iron Mines, Lavant Mills, Clyde Forks Mills, Wilson's Mine, Carswell's Mills, William's Mine, Cameron Bay		
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)	1·40	
			109·80
Klondike Mines	Dawson City to Sulphur Springs		31·81
Lenora Mount Sicker	Lenora Mines to Crofton, B.C.		12·00
Lotbinière and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·66
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1·91
Maritime Coal, Railway and Power Co	Maccan to Joggins Coal Mine		15·00
The Manitoba Ry., formerly—The Northern Pacific and Manitoba, the Winnipeg Transfer Ry., the Portage and Northwestern the Waskada and Northeastern leased to Govt. of Manitoba and operated by the Canadian Northern	International boundary to Winnipeg, and branches		350·68

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Marmora Ry. and Mining Co., operated by Central Ontario	Central Ontario Junction to Wanston		9·60
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Mid. of Man. now Gr. North.	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Montreal and Vermont Jct.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. Johns, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway		23·60
Montreal, Portland and Boston, now Montreal and Province Line	Junction with Grand Trunk at St. Lambert to Farnham	32·00	
	Marieville to Cesaire	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern)	Main Line—Farnham to Richford on International Boundary	43·70	
	Drummondville Junction to Drummondville	59·20	
		102·90	
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume	60·50	
			163·40
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B. C., and leased line		10·85
Napierville Junction	St. Coostant Junction to Rouse's Point		27·06
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co.	From Ferrona Junction, I.C.R., to Sunny Brae		12·50
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36·00
New Brunswick Coal and Ry. Co.	From Norton to Minto		53·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern	Douglas to South Westminster		23·73
North Shore	Adamsville to Mount Carlyle		8·63
Nosbonsing and Nipissing	From Lake Nosbonsing to Lake Nipissing		5·50
Orford Mountain (now Can. Pac. Ry.)			
Ottawa and New York	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)	From Pembroke to Golden Lake		21·36

TABLE 1.—Showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
Phillipsburg Ry. and Quarry Co.	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Philipsburg, Missisquoi Co.		6·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Ry., to Bristol Iron Mines, County Pontiac, Que.		4·25
Princeton Branch of Washington Co., Ry., (U.S.)	International Boundary near Waring to International Boundary near Woodland		5·10
Qu'Appelle, Long Lake and Saskatchewan (in Canadian Northern System)	From Canadian Pacific Railway at Regina, Northwesterly to Long Lake and Prince Albert		250·02
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec and Lake St. John	Quebec to Chambord Junction	176·00	
	Chambord Junction to Chicoutimi	51·00	
	Valcartier to Clarks	5·50	
	Chambord Junction to Roberval	13·30	
	La Tuque Junction to La Tuque	39·70	
	Roberval to Roberval Wharf	1·00	
			286·50
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)		253·00
Quebec and New Brunswick	From Chaudiere Junction to Connors, N.B., 135 miles (3 miles under construction.)		
Quebec, Montmorency and Charlevoix	Hedleyville, Parish of St. Roch, Quebec, to Cap Tourmente		27·00
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	80·82	
And South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109 69	
	St. Constant Junction to Napierville Junction	1·40	
			91·91
Red Mountain	From International boundary line at Patterson, B.C., to Rossland		9·59
Restigouche and Western, now International of New Brunswick	Campbellton, N.B., to St. Leonard's		113·50
Rutland and Noyan	International boundary to Noyan Jct		3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo.		43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry.	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge, and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2·00 miles.		

TABLE 1.—Showing Location of Railways, &c.—*Concluded.*

Name of Railway.	Description.	Distance. Miles.	Distance. Total.
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built	.....	.....
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B	.....	45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg	.....	14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beauharnois	13·30	
			46·12
St. Martins	Hampton to St. Martins	.....	30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·00	
	Branchew to coal mines	22·77	
	Spurs	2·29	
			64·06
St. Mary's River, now Alberta Railway and Irrigation Co		.....	.....
Temiskaming and Northern Ontario	North Bay to Cochrane	252·80	
	Englehart to Charlton	7·80	
	Cobalt to Kerr Lake	3·90	
	Haileybury to Moore's Cove	1·64	
	Iroquois Falls to South Porcupine	28·00	
	Liskeard to Lake Temiskaming	·64	
			294·78
Thousand Islands	Gananoque on St. Lawrence River to Thousand Island Junction	.....	6·33
Temiscouata	Riviere du Loup, Que., to Edmundston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmundston to Connors, on St. John River	32·00	
			113·00
Tilsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry	.....	.....
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Hamilton to Grand Trunk Junction	0·27	
			80·15
Victoria and Sydney	Victoria to Sidney, B.C	.....	15·97
Victoria Terminal Railway and Ferry	City of Victoria	.....	·91
Vancouver, Victoria and Eastern	Laurier to Danville	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Princeton	59·11	
	International Boundary to S. Westminster	21·05	
	International Boundary to Port Guichon	46·60	
	New Westminster to Vancouver	14·79	
	Burrard Inlet to Vancouver	1·93	
			219·40
Wellington Colliery	Union Bay to Cumberland	.....	10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B	.....	10·50
	Total mileage	.....	25,399·86

TABLE 2.—SUMMARY of Mileage operated

Number.	Name of Railway	Line represented by Capital Stock.		Single Track.				
		Main line.	Br'ch's and spurs.	Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.
1	Alberta Railway & Irrigation Co.	111·29	·53				1·60	113·42
2	Algoma Central & Hudson Bay	89·64						89·64
3	Atlantic, Quebec & Western	52·25					1·75	54·00
4	Bay of Quinte	78·00	11·39				19·00	108·39
5	Bedlington & Nelson	15·30					8·67	23·97
6	Bessemer & Barry's Bay	5·00						5·00
7	Brandon, Sask'n & Hudson Bay	69·45						69·45
8	British Yukon	85·80	15·32					101·12
9	Brockville, Westport & N. Western	45·00						45·00
10	Bruce Mines & Algoma	17·28						17·28
11	Canada Southern	226·18	153·86				17·92	397·96
	Canadian Govt. Railways:—							
12	Intercolonial	1,415·33	35·04				40·30	1,490·67
13	Prince Edward Island	150·90	118·43					269·33
14	Canadian Northern	1,140·50	1,946·50		350·68	250·02		3,687·70
15	Canadian Northern Ontario	311·20	31,70				3·80	346·70
16	Canadian Northern Quebec	243·40	125·41				58·65	427·46
17	Canadian Pacific	2,909·60	3,103·20	2,623·60	1,389·90	184·00	37·30	10,247·60
18	Carillon & Grenville	13·00						13·00
19	Cape Breton	31·00						31·00
20	Caraquet	68·00			16·78			84·78
21	Central Ontario	140·13				9·60		149·73
22	Crow's Nest Southern	74·18						74·18
23	Cumberland Railway & Coal Co.	32·00						32·00
24	Dominion Atlantic	242·14	5·26		31·47		14·42	293·29
25	Eastern B.C.	14·00	2·00					16·00
26	Elgin & Havelock	27·00	1·00					28·00
27	Esquimalt & Nanaimo	78·00						78·00
28	Grand Trunk	2,933·66				161·30	13·71	3,108·67
29	Grand Trunk (Canada Atlantic)	396·41			59·85			456·26
30	*Grand Trunk Pacific	*						
31	Halifax & Southwestern	246·60	131·27				2·30	380·17
31	Hereford	52·18						52·18
33	Inverness Railway & Coal Co	60·91						60·91
34	International of New Brunswick	113·50						113·50
35	Irondale, Bancroft & Ottawa	51·00						51·00
36	Kaslo & Slocan	23·18	·19					23·37
37	Kent Northern	27·00						27·00
38	Kettle Valley	22·20						22·20
39	Kingston & Pembroke	103·40	6·40					109·80
40	Klondike Mines	31·81						31·81
41	Lake Erie & Detroit River (Pere Marquette)	198·81					136·78	335·59
42	Liverpool & Milton, now Halifax and Southwestern							
43	London & Port Stanley	23·66					·42	24·08
44	Lotbinière & Megantic	30·00						30·00
45	Maganetawan River	1·91						1·91
46	Manitoulin & North Shore (Algoma Eastern)	22·70					3·25	25·95
47	Maritime Railway & Coal Co.	12·00	3·00					15·00
48	Massawippi Valley	35·46					2·95	38·41
49	Manitoba Great Northern	91·77					·99	92·76
50	Montreal & Atlantic	102·90			60·50			163·40
51	Montreal & Province Line	50·00	8·60					58·60
52	Montreal & Vermont Junction	23·60						23·60
53	Moncton & Buctouche	32·00	2·00					34·00
54	Morrissey, Fernie & Michel	5·82			5·03			10·85
55	Napierville Junction	27·06						27·06
56	Nelson & Fort Sheppard	55·42					5·42	60·84
57	New Brunswick Coal & Rly. Co.	58·00						58·00

*1,296·77 miles of track laid.

SESSIONAL PAPER No. 20b

for the year ended June 30, 1911—All Tracks.

Second Track.									
Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Iron.	Steel.	Main line.	Branches and spurs.				Iron.	Steel.	
	111·82								1
	89·64								2
	52·25								3
	89·39								4
	15·30								5
	5·00								6
	69·45								7
	101·12								8
	45·00								9
	17·28								10
	380·04	226·18	16·80		2·47	245·45		242·98	11
	1,450 37	23·13	2·10		37·60	62·83		25·23	12
	269·33								13
	3,687·70								14
	342·90								15
	368·81								16
	10,210·30	451·70		165·80		617·50		617·50	17
	13·00								18
	31 00								19
	84·78								20
	149·73								21
	74·18								22
	32·00								23
2·84	276·03								24
	16·00								25
	28·00								26
	78·00								27
	3,094·96	706·81				706·81		706·81	28
	456·26	·88				·88		·88	29
									30
	377·87								31
	52·18								32
	60·91								33
	113·50								34
	51·00								35
	23·37								36
	27·00								37
	22·20								38
6·40	103·40								39
	31·81								40
	198·81								41
									42
	23·66								43
	30·00								44
	1·91								45
	22·70								46
	15·00								47
	35·46								48
	91·77								49
	163·40	6·40				6·40		6·40	50
	58·60								51
	23·60								52
	34·00								53
	10·85								54
	27·06								55
	55·42								56
	58·00								57

TABLE 2.—SUMMARY of Mileage operated for

Number.	Name of Railway.	SINGLE TRACK.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated
		Main line.	Br'ch's and spurs.					
58	New Brunswick Southern (now in C.P. Ry.)							
59	New Brunswick & P.E. Island	36·00						36·00
60	New Westminster Southern	23·73					1·48	25·21
61	North Shore	6·13	2·50					8·63
62	Nosbonsing & Nipissing	5·50						5·50
63	Nova Scotia Steel & Coal Co	12·50						12·50
64	Ottawa & New York	56·90					1·90	58·80
65	Phillipsburg Railway & Quarry Co.	6·00						6·00
66	Pontiac & Renfrew	4·25						4·25
67	Princeton Branch of Washington Co. Railway	5·10						5·10
68	Quebec Central	138·00	115·00					253·00
69	Quebec Oriental	100·00						100·00
70	Quebec Railway, Light & Power Co	24·00				3·00		27·00
71	Quebec & Lake St. John	227·00	59·50					286·50
72	Quebec, Montreal & Southern	191·91						191·91
73	Red Mountain	9·59						9·59
74	Rutland & Noyan	3·39						3·39
75	Salisbury & Albert	45·00						45·00
76	Schomberg & Aurora	14·40						14·40
77	Stanstead, Shefford & Chambly	43·00						43·00
78	St. Clair Tunnel	1·13						1·13
79	St. Martins	30·00						30·00
80	St. Lawrence & Adirondack	32·80			13·30		8·92	55·04
81	Sydney & Louisburg, Dominion Coal Co.	39·00	22·77	1·09	1·20			64·06
82	Temiscouata	113·00						113·00
83	Temiskaming & Northern Ontario	252·80	41·98					294·78
84	Thousand Islands	6·08	·25					6·33
85	Toronto, Hamilton & Buffalo	79·88	·27				4·36	84·51
86	Vancouver Copper Co.	12·00						12·00
87	Vancouver, Victoria & Eastern	219·40					1·48	220·88
88	Victoria & Sidney	15·97						15·97
89	Victoria Terminal Railway & Ferry Co.	·91						·91
90	Wellington Colliery Co.	10·75						10·75
91	York & Carleton	10·50						10·50
	Final total	14,295·17	5,943·37	2,624·69	1,928·71	607·92	387·37	25,787 28

SESSIONAL PAPER No. 20b

the Year ended June 39, 1911—All Tracks—*Continued.*

Second Track.									
Rails.		Line represented by Capital Stock.		Line operated under lease.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Iron.	Steel.	Main line.	Branches and spurs.				Iron.	Steel.	
									58
	36·00								59
	23·73								60
	8·63								61
	5·50								62
	12·50								63
	56·90								64
	6·00								65
	4·25								66
	5·10								67
	253·00								68
	100·00								69
	27·00	6·00				6·00		6·00	70
	286·50								71
	191·91								72
	9·59								73
	3·39								74
25·00	20·00								75
	14·40								76
	43·00								77
	1·13								78
	30·00								79
	46·12								80
	64·06								81
	113·00								82
	294·78								83
	6·33								84
	80·15	4·16				4·16		4·16	85
	12·00								86
	219·40								87
	15·97								88
	·91								89
	10·75								90
	10·50								91
34·24	25,365·62	1,425·26	18·90	165·80	40·07	1,650·03		1,609·96	

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Line represented by Capital Stock.		Yard Track and Sidings.				Rails.	
		Main line.	B'chs and spurs.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.	Iron.	Steel.
1	Alberta Ry. & Irrigation Co.	11·59					11·59		11·59
2	Algoma Central & Hudson Bay	23·20	9·93				33·13		33·13
3	Atlantic, Quebec & Western								
4	Bay of Quinté	11·30	4 00				15·30		15·30
5	Bedlington & Nelson	1·28					1·28		1·28
6	Bessemer & Barry's Bay								
7	Brandon, Sask'n & Hudson Bay	8·92					8·92		8·92
8	British Yukon								
9	Brockville, Westport & N'th Western.	2·00					2·00		2·00
10	Bruce Mines & Algoma								
11	Canada Southern	165·61	45·77				211·38		211·38
	Canadian Gov't. R'lys.—								
12	Intercolonial	388·68					388·68		388·68
13	Prince Edward Island	11·15	9·10				20·25	1·20	19·05
14	Canadian Northern	153·94	220·58	47·04			421·56		421·56
15	Canadian Northern Ontario	24·38	7·66				32·04		32·04
16	Canadian Northern Quebec	17·20	37·93				55·13		55·13
17	Canadian Pacific	2,495·50					2,495·50		2,495·50
18	Carillon & Grenville								
19	Cape Breton								
20	Caraquet								
21	Central Ontario	15·50			·50		16·00		16·00
22	Crows Nest Southern	13·80					13·80		13·80
23	Cumberland R'ly & Coal Co	16·00					16·00		16·00
24	Dominion Atlantic	18·26	9·14	6·93			34·33	8·78	25·55
25	Eastern British Columbia								
26	Elgin & Havelock								
27	Esquimalt & Nanaimo								
28	Grand Trunk	1,119·53					1,119·53		1,119·53
29	Grand Trunk (Canada Atlantic)	103·42		5·29			108·71		108·71
30	Halifax & South Western	11·76	9·42				21·18		21·18
31	Hereford	8·37					8·37	·23	8·14
32	Inverness R'ly & Coal Co	4·60					4·60		4·60
33	International of New Brunswick								
34	Irondale, Bancroft & Ottawa	1·00					1·00		1·00
35	Kaslo & Slocan		1·43				1·43		1·43
36	Kent Northern								
37	Kettle Valley	1·49					1·49		1·49
38	Kingston & Pembroke	24·00					24·00		24·00
39	Klondike Mines	2·00					2·00		2·00
40	Lake Erie & Detroit River (Pere Marquette)	65·91				23·03	88·94		65·91
41	Liverpool & Milton, now, Halifax & South Western								
42	London & Port Stanley	10·03					10·03		10·03
43	Lotbiniere & Megantic	3·00					3·00		3·00
44	Maganetawan River								
45	Manitoulin & North Shore (Algoma Eastern)	4·80	2·92				7·72		7·72
46	Maritime R'ly & Coal Co		3·00				3·00		3·00
47	Massawippi Valley	9·09					9·09		9·09
48	Manitoba Great Northern	8·88					8·88		8·88
49	Montreal & Atlantic	37·20					37·20		37·20
50	Montreal & Province Line	2·50					2·50		2·50
51	Montreal & Vermont Junction	2·00					2·00		2·00
52	Moncton & Buctouche								
53	Morrissey, Fernie & Michel								
54	Napierville Junction	3·22					3·22		3·22
55	Nelson & Fort Sheppard	3·09					3·09		3·09
56	New Brunswick Coal & R'ly Co	7·00					7·00		7·00
57	New Brunswick Southern (now, in C.P.Ry.)								

SESSIONAL PAPER No. 20b

Year ended June 30, 1911—All Tracks.

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.	Rails.		
Main line.	Branches and spurs.						Iron.	Steel.	
122·88	·53				1·60	125·01		123·41	1
112·84	9·93					122·77		122·77	2
52·25					1·75	54·00		52·25	3
89·30	15·39				19·00	123·69		104·69	4
16·58					8·67	25·25		16·58	5
5·00						5·00		5·00	6
78·37						78·37		78·37	7
85·80	15·32					101·12		101·12	8
47·00						47·00		47·00	9
17·28						17·28		17·28	10
617·97	216·43				20·39	854·79		834·40	11
1,827·14	37·14				77·90	1,942·18		1,864·28	12
162·05	127·53					289·58	1·20	288·38	13
1,294·44	2,167·08		397·72	250·02		4,109·26		4,109·26	14
335·58	39·36				3·80	378·74		374·94	15
260·60	163·34				58·65	482·59		423·94	16
5,856·80	3,103·20	2,623·60	1·555,70	184·00	37·30	13,360·60		13,323·30	17
13·00						13·00		13·00	18
31·00						31·00		31·00	19
68·00			16·78			84·78		84·78	20
155·63				10·10		165·73		165·73	21
87·98						87·98		87·98	22
48·00						48·00		48·00	23
260·40	14·40		38·40		14·42	327·62	11·62	301·58	24
14·00	2·00					16·00		16·00	25
27·00	1·00					28·00		28·00	26
78·00						78·00		78·00	27
4,760·00				161·30	13·71	4,935·01		4,921·30	28
500·71			65·14			565·85		565·85	29
258·36	140·69				2·30	401·35		399·05	30
60·55						60·55	·23	60·32	31
65·51						65·51		65·51	32
113·50						113·50		113·50	33
52·00						52·00		52·00	34
23·18	1·62					24·80		24·80	35
27·00						27·00		27·00	36
23·69						23·69		23·69	37
127·40	6·40					133·80	30·40	103·40	38
33·81						33·81		33·81	39
264·72					159·81	424·53		264·72	40
									41
33·69					·42	34·11		33·69	42
33·00						33·00		33·00	43
1·91						1·91		1·91	44
27·50	2·92				3·25	33·67		30·42	45
12·00	6·00					18·00		18·00	46
44·55					2·95	47·50		44·55	47
100·65					·99	101·64		100·65	48
146·50			60·50			207·00		207·00	49
52·50	8·60					61·10		61·10	50
25·60						25·60		25·60	51
32·00	2·00					34·00		34·00	52
5·82			5·03			10·85		10·85	53
30·28						30·28		30·28	54
58·51					5·42	63·93		58·51	55
65·00						65·00		65·00	56
									57

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings.						Rails.	
		Line represented by Capital Stock.		Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total mileage operated.	Iron.	Steel.
		Main line.	B'chs and spurs.						
58	New Brunswick & P.E. Island	1·60					1·60		1·60
59	New Westminster Southern	1·10					1·10		1·10
60	North Shore	1·37					1·37		1·37
61	Nosbonsing & Nipissing								
62	Nova Scotia Steel & Coal Co.								
63	Ottawa & New York	7·08					7·08		7·08
64	Phillipsburg R'ly & Quarry Co.								
65	Pontiac & Renfrew								
66	Princeton Branch, of Wash'n Co. R'ly.								
67	Quebec Central								
68	Quebec Oriental								
69	Quebec R'ly Light & Power Co.		7·00				7·00		7·00
70	Quebec & Lake St. John	35·41	3·64				39·05		39·05
71	Quebec, Montreal & Southern	23·05	3·09				26·14		26·14
72	Red Mountain	3·68					3·68		3·68
73	Rutland & Noyan	·77					·77		·77
74	Salisbury & Albert	5·00					5·00	4·00	1·00
75	Schomberg & Aurora								
76	Stanstead, Shefford & Chambly	3·43					3·43		3·43
77	St. Clair Tunnel								
78	St. Martins								
79	St. Lawrence & Adirondack	5·32		3·21			8·53		8·53
80	Sydney & Louisburg (Dom. Coal Co.)		43·60				43·60		43·60
81	Temiscouata	5·86	2·74			·25	8·85		8·60
82	Temiskaming & Northern Ontario	78·32	6·53				84·85		84·85
83	Thousand Islands	1·00					1·00		1·00
84	Toronto, Hamilton & Buffalo	35·76					35·76		35·76
85	Vancouver Copper Co.								
86	Vancouver, Victoria & Eastern	37·24					37·24		37·24
87	Victoria & Sidney	1·58					1·58		1·58
88	Victoria Terminal R'ly & Ferry Co.	·31					·31		·31
89	Wellington Colliery Co.								
90	York & Carleton								
	Final total	5,059·08	427·48	62·47	·50	23·28	5,572·81	14·21	5,535·32

SESSIONAL PAPER No. 20b

Year ended June 30, 1911—All Tracks—*Concluded.*

TOTAL MILEAGE OPERATED—ALL TRACKS.

Line represented by Capital Stock.		Line of proprietary Companies.	Line operated under lease.	Line operated under contract, &c.	Line operated under trackage rights.	Total Mileage operated.	Rails.		Number.
Main line.	Branches and spurs.						Iron.	Steel.	
37·60						37·60		37·60	58
24·83					1·48	26·31		24·83	59
7·50	2·50					10·00		10·00	60
5·50						5·50		5·50	61
12·50						12·50		12·50	62
63·98					1·90	65·88		63·98	63
6·00						6·00		6·00	64
4·25						4·25		4·25	65
5·10						5·10		5·10	66
138·00	115·00					253·00		253·00	67
100·00						100·00		100·00	68
30·00	7·00			3·00		40·00		40·00	69
262·41	63·14					325·55		325·55	70
214·96	3·09					218·05		218·05	71
13·27						13·27		13·27	72
4·16						4·16		4·16	73
50·00						50·00	29·00	21·00	74
14·40						14·40		14·40	75
46·43						46·43		46·43	76
1·13						1·13		1·13	77
30·00						30·00		30·00	78
38·14			16·51		8·92	63·57	—	54·65	79
39·00	66·37	1·09	1·20			107·66		107·66	80
118·86	2·74				·25	121·85		121·60	81
331·12	48·51					379·63		379·63	82
7·08	·25					7·33		7·33	83
119·80	·27				4·36	124·43		120·07	84
12·00						12·00		12·00	85
256·64					1·48	258·12		256·64	86
17·55						17·55		17·55	87
1·22						1·22		1·22	88
10·75						10·75		10·75	89
10·50						10·50		10·50	90
20,779·51	6,389·75	2,624·69	2,156·98	608·42	450·72	33,010·07	72·45	32,486·90	

TABLE 3.—SUMMARY of Single-track Mileage owned in Provinces for the Year ended June 30, 1911.

NOVA SCOTIA.

Number.	Name of Railway.	Mileage owned in **Nova Scotia** on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Canadian Government Railway—Intercolonial	481·61	481·61		
2	Cape Breton	31·00	31·00		
3	Cumberland Railway & Coal Co	32·00	32·00		
4	Dominion Atlantic, and	247·40	247·40		
5	Windsor Branch of the Intercolonial	31·47	31·47		
6	Halifax & South Western	377·87	369·81	8·06	
7	Inverness Railway & Coal Co	60·91	60·91		
8	Liverpool & Milton, included in Halifax & South Western	.....	6·00	.....	6·00
9	Maritime Railway, Coal & Power Co	15·00	15·00		
10	Nova Scotia Steel & Coal Co	12·50	12·50		
11	Sydney & Louisburg (Dominion Coal Co)	64·06	62·86	1·20	
	Total	1,353 82	1,350 56	9·26	6·00

PRINCE EDWARD ISLAND.

Number.	Name of Railway	Mileage owned in **Prince Edward Island** on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Canadian Government Ry.—Prince Edward Island	269·33	269·33		
	Total	269·33	269·33		

TABLE 2.—SUMMARY of Single-track Mileage owned in Provinces for the Year ended June 30, 1911—*Continued.*

NEW BRUNSWICK.

Number.	Name of Railway.	Mileage owned in New Brunswick on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Canadian Government Railway—Intercolonial	504·69	504·69		
2	Canadian Pacific	519·40	438·60	80·80	
3	Caraquet, and	68·00	68·00		
4	Gulf Shore	16·78	16·78		
5	Elgin & Havelock	28·00	28·00		
6	International of New Brunswick	113·50	80·00	33·50	
7	Kent Northern, and	27·00	27·00		
8	St. Louis and Richibucto	.....	*7·00	.....	*7·00
9	Moncton & Buctouche	34·00	32·00	2·00	
10	New Brunswick Coal & Railway Co	58·00	58·00		
11	New Brunswick & Prince Edward Island	36·00	36·00		
12	New Brunswick Southern, now Canadian Pacific Ry	.....	82·35	.....	82·35
13	North Shore	8·63	8·63		
14	Princeton Branch of the Washington Co. Ry. (U.S.)	5·10	5·10		
15	Salisbury & Albert	45·00	45·00		
16	St. Martins	30 00	30 00		
17	Temiscouata	44·00	44·00		
18	York & Carleton	10·50	10·50		
	Total	1,548·60	1,521·65	116·30	89·35

*Line abandoned.

TABLE 3.—SUMMARY of Single-track Mileage owned in Provinces for the Year ended June 30, 1911—*Continued.*

QUEBEC.

Number.	Name of Railway.	Mileage owned in Quebec on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Atlantic, Quebec & Western	52·25	35·00	17·25	
2	Canadian Government Railway—Intercolonial	464·07	464·07		
3	Canadian Pacific	1,063·00	1,031·20	31·80	
4	Canadian Northern Quebec	368·81	348·67	20·14	
5	Carillon & Grenville	13·00	13·00		
6	Grand Trunk	437·92	451·40	.....	*13·48
7	Grand Trunk (Canada Atlantic)	66·38	66·38		
8	Hereford	52·18	52·18		
9	Lotbiniere & Megantic	30·00	30·00		
10	Massawippi Valley	35·46	35·46		
11	Montreal & Atlantic	163·40	163·40		
12	Montreal & Province Line	58·60	58·60		
13	Montreal & Vermont Junction	23·60	23·60		
14	Napierville Junction	27·06	27·06		
15	Phillipsburg Railway & Quarry Co	6·00	6·00		
16	Quebec Oriental, formerly Atlantic & Lake Superior	100·00	100·00		
17	Quebec Central	253·00	222·00	31·00	
18	Quebec & Lake St. John	286·50	286·50		
19	Quebec Railway, Light & Power Co	27·00	27·00		
20	Quebec, Montreal & Southern	191·91	191·91		
21	Rutland & Noyan	3·39	3·39		
22	Stanstead, Shefford & Chambly	43·00	43·00		
23	St. Lawrence & Adirondack	46·12	46·12		
24	Temiscouata	69·00	69·00		
	Total	3,881·65	3,794·94	100·19	13·48

*See Mileage in Ontario.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ended June 30, 1911—*Continued.*

ONTARIO.

Number.	Name of Railway.	Mileage owned in **Ontario** on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Algoma Central & Hudson Bay	89·64	89·64		
2	Bay of Quinte	89·39	89·37	0·02	
3	Bessemer & Barry's Bay	5·00	5·00		
4	Brockville, Westport & North Western	45·00	45·00		
5	Bruce Mines & Algoma	17·28	17·28		
6	Canada Southern	380·04	382·19		2·15
7	Canadian Northern	398·20	353·70	44·50	
8	Canadian Northern Ontario	342·90	342·20	·70	
9	Canadian Pacific	2,886·30	2,881·90	4·40	
10	Central Ontario, and	140·13	140·13		
11	Marmora Railway & Mining Co	9·60	9·60		
12	Grand Trunk	2,657·04	2,643·56	†13·48	
13	Grand Trunk (Canada Atlantic)	389·88	389·88		
14	Irondale, Bancroft & Ottawa	51·00	48·00	3·00	
15	Kingston & Pembroke	109 80	109·80		
16	Lake Erie & Detroit River (Pere Marquette	198·81	198·81		
17	London & Port Stanley (Pere Marquette)	23·66	23·66		
18	Maganetawan River	1·91	1·91		
19	Manitoulin & North Shore, now Algoma Eastern	22·70	22·70		
20	Nosbonsing & Nipissing	5·50	5·50		
21	Ottawa & New York	56·90	56·90		
22	Pontiac & Renfrew	4·25	4·25		
23	Schomberg & Aurora	14·40	14·40		
24	St. Clair Tunnel and approaches	1·13	2·25		*1·12
25	Temiskaming & Northern Ontario	294·78	266·14	28·64	
26	Thousand Islands	6·33	6·33		
27	Toronto, Hamilton & Buffalo	80·15	80·15		
	Total	8·321·72	8,230·25	94·74	3·27

*Mileage in U. S. incorrectly shown in former tables.
†Shown as mileage in Quebec last year.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ended June 30, 1911—*Continued.*

MANITOBA.

Number.	Name of Railway.	Mileage owned in **Manitoba.** on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Brandon, Saskatchewan & Hudson Bay	69·45	69·45		
2	Canadian Northern	1,747·06	1,530·90	216·16	
3	Canadian Pacific	1,557·90	1,528·50	29·40	
4	Manitoba Great Northern	91·77	91·77		
	Total	3,466·18	3·220·62	245·56	

SASKATCHEWAN.

Number.	Name of Railway.	Mileage owned in **Saskatchewan.** on June 30.		Increase.	Decrease.
		1911.	1910.		
1	Canadian Northern	1,321·02	1·182·50	138·52	
2	Canadian Pacific	1,799·70	1,749·40	50·30	
	Total	3,120·72	2,931·90	188·82	

ALBERTA.

Number.	Name of Railway.	Mileage owned in **Alberta.** on June 30.		Increase.	Decreas.
		1911.	1910.		
1	Alberta Railway & Irrigation Co	111·82	111·82		
2	Canadian Northern	221·42	214·20	7·22	
3	Canadian Pacific	1,161·00	1,157·90	3·10	
4	Edmonton, Yukon & Pacific		4·50		*4·50
	Total	1,494·24	1,488·42	10·32	4·50

*Inc. Canadian Northern System.

TABLE 3.—SUMMARY of Single-track Railway Mileage owned in Provinces for the Year ended June 30, 1911—*Concluded.*

BRITISH COLUMBIA.

Number.	Name of Railway.	Mileage owned in **British Columbia.** on June 30. 1911.	1910.	Increase.	Decrease.
1	Bedlington & Nelson	15·30	15·30		
2	British Yukon	31·22	31·22		
3	Canadian Pacific	1,223·00	1,212·50	10·50	
4	Crows Nest Southern	74·18	74·18		
5	Eastern British Columbia	16·00	16·00		
6	Esquimalt & Nanaimo	78·00	78·00		
7	Kaslo & Slocan	23·37	23·37		
8	Kettle Valley	22·20	18·50	3·70	
9	Morrissey, Fernie & Michel	10·85	10·85		
10	Nelson & Fort Sheppard	55·42	55·42		
11	New Westminster Southern	23·73	24·10	.....	0·37
12	Red Mountain	9·59	9·59		
13	Spokane & British Columbia, see Kettle Valley Ry	.....	3·70	.....	3·70
14	Vancouver Copper Co's Railway	12·00	12·00		
15	Vancouver Victoria & Eastern	219·40	219·40		
16	Victoria & Sydney	15·97	16·26	.....	0·29
17	Victoria Terminal Railway & Ferry Co	0·91	1·14	.....	0·23
18	Wellington Colliery Co	10·75	10·75		
	Total	1,841·89	1,832·28	14·20	4·59

YUKON TERRITORY.

Number.	Name of Railway.	Mileage owned in **Yukon Territory.** on June 30. 1911.	1910.	Increase.	Decrease.
1	British Yukon	69·90	59·10	10·80	
2	Klondike Mines	31·81	31·81		
	Total	101·71	90·91	10·80	

TABLE 4.—Amount of Railway Capital at the

Number.	1	2	3	4	5	6
	Name of Railway.	STOCKS. Amount Outstanding.	STOCKS. Amount per Mile of Line	STOCKS. Proportion to Total Railway Capital. 100×Col. 2. / Col. 12.	FUNDED Amount Outstanding. Cols. 8+9+10+11	FUNDED Amount per Mile of Line.
		$	$	p. c.	$	$
1	Alberta Ry. and Irrigation Co.	1,223,500	10,924	100·00		
2	Algoma Central & Hudson Bay	10,000,000	42,975	60·00	6,750,000	29,000
3	Atlantic, Quebec & Western	1,515,700	29,148	40·00	2,346,915	45,133
4	Atlantic and Lake Superior, (Quebec Oriental)	125,000	1,250	6·00	1,948,000	19,480
5	Bay of Quinté	1,395,000	14,940	61·34	880,000	9,424
6	Bedlington and Nelson	1,000,000	65,359	100·00		
7	Bessemer and Barry's Bay	100,000	20,000	100·00		
8	Brandon, Saskatchewan and Hudson Bay	2,120,000	30,526	100·00		
9	*Brandon Transfer	12,600		100·00		
10	British Yukon	2,934,119	29,016	58·92	2,044,760	20,221
11	Brockville, Westport and North-Western	900,000	20,000	66·66	450,000	10,000
12	Bruce Mines and Algoma	99,000	5,729	33·79	194·000	11,226
13	Canada Southern	15,000,000	39,470	42·70	20,130,000	52,968
	Canadian Govt. Ry's.—					
14	Intercolonial					
15	Prince Edward Island					
16	Canadian Northern	70,000,000	22,359	36·44	122,047,419	39,000
17	Canadian Northern Ontario	250,000	786	3·08	7,860,000	24,717
18	Canadian Northern Quebec	9,550,000	28,006	52·26	8,725,511	25,588
19	Canadian Pacific	237,076,666	26,999	56·48	182,710,095	20,807
20	Montreal and Western	5,000	75	100·00		
	Leased—					
21	Atlantic and North West	3,416,000	9,877	33·52	6,775,066	19,586
22	British Columbia Southern	172,200	821	12·78	1,175,000	5,600
23	Calgary and Edmonton	1,000,000	2,270	10·90	8,158,894	18,548
24	Cap de la Madeleine	20,000	8,571	100·00		
25	Columbia and Kootenay	250,000	4,166	16·30	1,277,500	21,291
26	Columbia and Western	1,000,000	6,365	14·94	5,691,000	36,225
27	Fredericton	319,280	14,447	76·17	100,000	4,525
28	Great North West Central					
29	Guelph and Goderich	125,000	1,564	4·92	2,415,000	30,225
30	Guelph Junction	21,000	1,354	10·82	173,000	11,161
31	Kootenay and Arrow Head	1,000,000	30,120	56·18	780,000	23,494
32	Lindsay, Bobcaygeon and Pontypool	200,000	5,168	100·00		
33	Manitoba North Western	6,872,814	20,108	55·60	5,489,153	16,059
34	Manitoba South-West Colonization	700,000	3,256	21·04	2,616,000	12,167
35	Montreal and Lake Maskinonge	25,000	2,272	20·00	100,000	9,090
36	Montreal and Ottawa	227,200	2,430	12·20	1,636,250	17,500
37	Nakusp and Slocan	300,000	8,219	31·67	647,074	17,728
38	New Brunswick	4,780,800	10,858	37·93	7,821,127	17,763
39	New Brunswick and Canada	2,179,867	18,318	92,77	170,000	1,429
40	Nicola, Kamloops and Similkameen	250,000	5,319	17·54	1,175,000	25,000
41	Northern Colonization	300,000	12,766	21·14	1,118,000	47,574
42	Ontario and Quebec	2,000,000	2,946	9·26	19,502,591	28,871
43	Orford Mountain	501,000	9,109	41·64	702,000	12,764
44	Ottawa, Northern and Western	1,300,000	8,207	30·00	3,075,000	19,413
45	Shuswap and Okanagan	750,000	14,763	40·00	1,139,253	22,426

SESSIONAL PAPER No. 20b

Close of the Year ended June 30, 1911.

7	8	9	10	11	12	12	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100×Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number
p. c.	$	$	$	$	$	$	
.....	.....	.....	.....	.....	1,223,500	10,924	1
40·00	6,750,000	.....	.....	.....	16,750,000	71,975	2
60·00	2,346,915	.....	.....	.....	3,862,615	74,281	3
94·00	1,948,000	.....	.....	.....	2,073,000	20,730	4
38·66	880,000	.....	.....	.....	2,275,000	24,364	5
.....	.....	.....	.....	.....	1,000,000	65,359	6
.....	.....	.....	.....	.....	100,000	20,000	7
.....	.....	.....	.....	.....	2,120,000	30,526	8
.....	.....	.....	.....	.....	12,600	.....	9
41·08	2,044,760	.....	.....	.....	4,978,879	49,237	10
33·34	450,000	.....	.....	.....	1,350,000	30,000	11
66·21	194,000	.....	.....	.....	293,000	16,955	12
57·30	20,130,000	.....	.....	.....	35,130,000	92,438	13
.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	15
63·56	88,061,879	6,513,347	15,000,000	12,472,193	192,047,419	61,359	16
96·92	7,860,000	.....	.....	.....	8,110,000	25,503	17
47·74	8,725,511	.....	.....	.....	18,275,511	53,594	18
43·52	181,510,095	.....	.....	1,200,000	419,786,761	47,806	19
.....	.....	.....	.....	.....	5,000	75	20
66·48	6,775,066	.....	.....	.....	10,191,066	29,463	21
87·22	1,175,000	.....	.....	.....	1,347,200	6,421	22
89·10	8,158,894	.....	.....	.....	9,158,894	20,818	23
.....	.....	.....	.....	.....	20,000	8,571	24
83·70	1,277,500	.....	.....	.....	1,527,500	25,457	25
85·06	5,691,000	.....	.....	.....	6,691,000	42,590	26
23·83	100,000	.....	.....	.....	419,280	18,972	27
.....	.....	.....	.....	.....	.....	.....	28
95·08	2,415,000	.....	.....	.....	2,540,000	31,789	29
89·18	173,000	.....	.....	.....	194,000	12,515	30
43·82	780,000	.....	.....	.....	1,780,000	53,614	31
.....	.....	.....	.....	.....	200,000	5,168	32
44·40	5,489,153	.....	.....	.....	12,361,967	36,167	33
78·96	2,616,000	.....	.....	.....	3,316,000	15,423	34
80·00	100,000	.....	.....	.....	125,000	11,362	35
87·80	1,636,250	.....	.....	.....	1,863,450	19,930	36
68·33	647,074	.....	.....	.....	947,074	25,947	37
62·07	7,821,127	.....	.....	.....	12,601,927	28,621	38
7·23	170,000	.....	.....	.....	2,349,867	19,747	39
82·46	1,175,000	.....	.....	.....	1,425,000	30,319	40
78·86	1,118,000	.....	.....	.....	1,418,000	60,340	41
90·74	19,502,591	.....	.....	.....	21,502,591	31,817	42
58·36	702,000	.....	.....	.....	1,203,000	21,873	43
70·00	3,075,000	.....	.....	.....	4,375,000	27,620	44
60·00	1,139,253	.....	.....	.....	1,889,253	37,189	45

TABLE 4.—Amount of Railway Capital at the

Number.	Name of Railway	Stocks. Amount Outstanding.	Stocks. Amount per Mile of Line.	Stocks. Proportion to Total Railway Capital. 100×Col. 2 / Col. 12.	Funded. Amount Outstanding. Cols. 8+9+10+11	Funded. Amount per Mile of Line.
	1	2	3	4	5	6
	Canadian Pacific—*Con.*	$	$	p. c.	$	$
	Leased—*Con.*					
46	St. John Bridge and Ry. Extension	200,000	100,000	61·54	125,000	62,500
47	St. John and Maine	2,654,153	28,296	92·43	216,664	2,310
48	St. Lawrence and Ottawa	789,909	13,549	44·79	973,334	16,695
49	St. Marys and Western Ont.	250,000	16,393	55·70	198,250	13,000
50	St. Stephen and Milltown	50,000	10,870	100·00	.....	.....
51	Tillsonburg, Lake Erie and Pacific	400,000	11,976	31·50	1,000,000	26,041
52	Tobique Valley	29,900	1,068	9·65	280,000	10,000
53	Toronto, Grey & Bruce	785,490	4,127	18·32	3,500,000	18,392
54	Vancouver & Lulu Island	25,000	962	5·21	455,000	16,852
55	Walkerton and Lucknow	19,000	504	2·50	740,000	19,628
56	West Ontario Pacific	21,000	789	100·00	.....	.....
57	Berlin, Waterloo, Wellesley and Lake Huron	500,000	38,461	54·00	426,000	32,769
58	*South Ontario Pacific	20,000	.....	100·00	.....	.....
59	Georgian Bay and Seaboard	250,000	19,230	38·52	399,000	30,692
60	*Kootenay Central	250,000	.....	100·00	.....	.....
61	*Central of Canada	528,000	.....	100·00	.....	.....
62	Cape Breton	1,000,000	32,258	100·00	.....	.....
63	Caraquet	1,250,000	18,382	69·57	546,900	8,042
64	Carillon and Grenville	200,000	15,385	100·00	.....	.....
65	Central Ontario	3,340,000	23,857	76·96	1,000,000	7,143
66	Marmora Ry. and Mining Co.	115,421	11,542	53·11	100,000	10,000
67	Crows Nest Southern	4,180,000	56,349	100·00	.....	.....
68	Cumberland Ry. and Coal Co.	500,000	15,625	52·00	489,500	15,328
69	Dominion Atlantic	2,433,333	8,721	31·62	5,260,475	18,854
70	Eastern, B.C.	420,000	30,000	50·00	420,000	30,000
71	Elgin and Havelock	44,900	1,603	47·30	50,000	1,786
72	*Erie, London and Tillsonburg	12,500	.....	100·00	.....	.....
73	Esquimalt and Nanaimo	2,500,000	32,501	100·00	.....	.....
74	*Fort William, Terminal	12,500	.....	100·00	.....	.....
75	Grand Trunk	224,744,955	76,262	60·54	146,501,812	49,709
76	Buffalo and Lake Huron	2,605,632	14,967	39·48	4,279,455	22,942
77	Canada Atlantic Division, Ottawa, Arnprior and Parry Sound	7,200,000	18,163	31·03	16,000,092	40,362
78	Leased—Central Counties	500,000	12,990	56·81	380,000	9,873
79	Pembroke Southern	178,000	8,334	54·27	150,000	7,022
80	*Grand Trunk Pacific	24,942,000	.....	20·64	95,657,500	.....
81	Gulf Shore	6,250	390	100·00	.....	.....
82	*Ha-Ha Bay	600,000	.....	100·00	.....	.....
83	Halifax and South Western	1,000,000	2,704	18·72	4,341,954	11,741
84	Hereford	800,000	15,137	50·00	800,000	15,137
85	*Huron and Ontario	3,000,000	.....	95·24	150,000	.....
86	*Indian River	15,000	.....	100·00	.....	.....
87	*International of New Brunswick	1,320,000	.....	59·56	896,000	.....
88	Inverness Ry. and Coal Co.	7,500,000	114,504	78·00	2,115,000	32,290
89	Irondale, Bancroft and Ottawa	53,500	1,049	10·62	450,000	8,823
90	Kaslo and Slocan	1,000,000	31,516	57·15	750,000	23,637
91	Kent Northern	75,000	2,777	.....	36,000	1,333
92	Kettle Valley	375,000	16,892	46·01	440,000	19,820
93	Kingston and Pembroke	3,393,550	30,907	85·57	572,000	5,209
94	Klondike Mines	1,375,000	44,355	100·00	.....	.....

SESSIONAL PAPER No. 20b

Close of the Year ended June 30, 1911—*Continued.*

7	8	9	10	11	12	12	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100×Col. 5 / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
38·46	125,000				325,000	162,500	46
7·57	216,664				2,870,817	30,606	47
55·21	973,334				1,763,243	30,244	48
44·30	198,250				448,250	29,393	49
					50,000	10,870	50
68·50	1,000,000				1,400,000	38,017	51
90·35	280,000				309,900	11,068	52
81·68	3,500,000				4,285,490	22,519	53
94·79	455,000				480,000	17,778	54
97·50	740,000				759,000	20,132	55
					21,000	789	56
46·00	426,000				926,000	71,230	57
					20,000		58
61·48	399,000				649,000	49,922	59
					250,000		60
					528,000		61
					1,000,000	32,258	62
30·43	500,000	46,900			1,796,900	26,424	63
					200,000	15,385	64
23·04	1,000,000				4,340,000	31,000	65
46·89	100,000				215,421	21,542	66
					4,180,000	56,349	67
48·00	489,500				989,500	30,953	68
68·38	4,901,707	358,768			7,693,808	27,575	69
50·00	420,000				840,000	60,000	70
52·70	50,000				94,900	3,389	71
					12,500		72
					2,500,000	32,501	73
					12,500		74
39·46	146,501,812				371,246,767	125,971	75
60·52	4,279,455				6,885,087	37,909	76
68·97	16,000,092				23,200,092	58,525	77
43·19	380,000				880,000	22,863	78
45·73	150,000				328,000	15,356	79
79·36	95,657,500				120,599,500		80
					6,250	390	81
					600,000		82
81·28	4,341,954				5,341,954	14,445	83
50·00	800,000				1,600,000	30,274	84
4·76		150,000			3,150,000		85
					15,000		86
40·44	896,000				2,216,000		87
22·60	2,115,000				9,615,000	146,794	88
89·38	450,000				503,500	9,872	89
42·85	750,000				1,750,000	55,153	90
	36,000				111,000	4,110	91
53·99	440,000				815,000	36,712	92
14·42	572,000				3,965,550	36,116	93
					1,375,000	44,355	94

TABLE 4.—Amount of Railway Capital at the

Number.	Name of Railway.	2	3	4	5	6
		STOCKS.				FUNDED
		Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100×Col. 2 / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p. c.	$	$
95	Lake Erie and Detroit River, and	1,400,000	7,042	31·81	3,000,000	15,090
96	London and Port Stanley	537,158	22,382	28·40	1,332,854	56,409
97	Lotbiniere and Megantic	50,000	1,666	100·00		
98	Maganetawan River	30,000	15,706	100·00		
99	Manitoba (C.N.R.)	1,432,200	4,086	20·43	5,576,800	15,911
100	Manitoulin and North Shore (now Algoma Eastern)	2,800,000	33,333	68·30	1,300,000	15,476
101	Maritime Coal and Railway Co.	2,000,000	133,333	70·00	929,500	61,966
102	Massawippi Valley	800,000	22,560	100·00		
103	Manitoba Great Northern	2,040,000	22,229	100·00		
104	Moncton and Buetouche	250,000	7,812	80,65	60,000	1,875
105	Montreal and Atlantic	3,200,000	31,098	71·34	1,065,000	10,350
106	Lake Champlain and St. Lawrence Junction	600,000	9,917	61·35	378,000	6,248
107	Montreal and Province Line	1,000,000	17,064	83·33	200,000	4,926
108	Montreal and Vermont Junction	1,000,000	42,373	66·66	500,000	21,186
109	Morrissey, Fernie and Michel	1,263,000	217,010	97·00	32,500	5,584
110	Napierville Junction	600,000	22,173	100·00		
111	Nelson and Fort Sheppard	2,801,800	50,556	100·00		
112	New Brunswick and P. E. Island	214,850	5,968	75·16	71,000	1,972
113	New Brunswick Southern (Can Pacific Ry)	49,000	581	9·00	500,000	5,931
114	New Brunswick, Coal and Ry. Co.	†	†			
115	New Westminster Southern	600,000	25,284	100·00		
116	North Shore	98,000	11,355	73·68	35,000	4,056
117	Nosbonsing and Nipissing	250,000	45,455	100·00		
118	Nova Scotia Steel and Coal Co.	‡	‡			
119	Ottawa and New York	1,000,000	17,575	38·46	1,600,000	28,119
120	Pere Marquette, in Canada				5,870,000	29,500
121	Phillipsburg Ry. and Quarry Co.	124,500	20,750	100·00		
122	Pontiac and Renfrew	20,000	4,706	100·00		
123	Princeton Branch of Wash'n Co. Ry.	86,950	17,049	50·00	86·950	17,049
124	*Quinze and Blanche River	125,000		100·00		
125	Qu'Appelle, Long Lake and Sask., (C.N.R.)	201,100	787	3·00	5,083,582	19,896
126	Quebec Central	3,381,603	15,233	35·17	6,233,406	28,079
127	Quebec and Lake St. John	4,524,000	15,791	37·00	7,702,960	26,886
128	Quebec Ry., Light and Power Co.	3,250,000	120,000	56·34	2,510,000	93,000
129	*Quebec and New Brunswick	387,900		100·00		
130	Quebec, Montreal and Southern	1,000,000	5,211	14·28	6,000,000	31,264
131	Red Mountain	407,600	42,502	100·00		
132	Rutland and Noyan	100,000	29,499	50·00	100,000	29,499
133	Salisbury and Albert	150,000	3,333	100·00		
134	Schomberg and Aurora	250,000	17,611	45·90	300,000	20,833
135	Stanstead, Shefford and Chambly	608,750	14,157	79·60	155,865	3,625
136	St. Clair Tunnel	350,000	155,555	12·28	2,500,000	1,111,111
137	St. Martins	99,000	3,300	52·38	90,000	3,000
138	*St. John Valley and River du Loup	34,932		100·00		
139	St. Lawrence and Adirondack	1,230,655	37,497	57·37	914,418	27,862
140	Sydney and Louisburg (Dom. Coal Co)	a	a			
141	Temiskaming and Northern Ontario	§	§			

†Owned and operated by the New B'k Government.

Close of the Year ended June 30, 1911—*Continued.*

7	8	9	10	11	12	12	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100×Col. 5 / Col. 12.	Bonds.	Miscellaneous. Obligations.	Income Bonds.	Equipment Trust Obligations	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
68·19	3,000,000	....	....	....	4,400,000	22,132	95
71·60	1,332,854	....	....	....	1,870,012	78,791	96
.....	.....	....	....	....	50,000	1,666	97
.....	.....	....	....	....	30,000	15,706	98
79·57	5,576,800	....	....	....	7,009,000	19,997	99
31·70	1,300,000	....	....	....	4,100,000	48,809	100
30·00	929,500	....	....	....	2,929,500	195,299	101
.....	.....	....	....	....	800,000	22,560	102
.....	.....	....	....	....	2,040,000	22,229	103
19·35	60,000	....	....	....	310,000	9,687	104
28·66	1,065,000	....	....	....	4,265,000	41,448	105
38·65	378,000	.....	....	.....	978,000	16,165	106
16·67	200,000	.....	....	.....	1,200,000	21,990	107
33·34	500,000	.....	....	.....	1,500,000	63,559	108
3·00	32,500	.....	....	.....	1,295,500	222,594	109
.....	.....	.....	....	.....	600,000	22,173	110
.....	.....	.....	....	.....	2,801,800	50,556	111
24·84	71,000	.....	....	.....	285,850	7,940	112
91·00	500,000	.....	....	.....	549,000	6,512	113
.....	.....	.....	....	.....	†	.....	114
.....	.....	.....	....	.....	600,000	25,284	115
26·32	35,000	.....	....	.....	133,000	15,411	116
.....	.....	.....	....	.....	250,000	45,455	117
.....	.....	.....	....	.....	‡	.....	118
61·54	1,325,000	.....	275,000	.....	2,600,000	45,694	119
100·00	5,870,000	.....	....	.....	5,870,000	229,500	120
.....	.....	.....	....	.....	124,500	20,750	121
.....	.....	.....	....	.....	20,000	4,706	122
50·00	86·950	.....	....	.....	173,900	34,098	123
.....	.....	.....	....	.....	125,000	.....	124
97·00	5,083,582	.....	.....	.....	5,284,682	20,683	125
64·83	4,588,473	.....	1,644,933	.....	9,615,009	43,312	126
63·00	4,586,347	.....	3,116,613	.....	12,226,960	42,676	127
43·66	2,500,000	10,000	.....	.....	5,760,000	213,000	128
.....	.....	.....	.....	.....	387,900	.....	129
85·82	.....	6,000,000	.....	.....	7,000,000	36,475	130
.....	.....	.....	.....	.....	407,600	42,502	131
50·00	100,000	.....	.....	.....	200,000	58,998	132
.....	.....	.....	.....	.....	150,000	3,333	133
54·10	300,000	.....	.....	.....	550,000	38,444	134
20·40	155,865	.....	.....	.....	764,615	17,782	135
87·72	2,500,000	.....	.....	.....	2,850,000	1,266,666	136
47·62	90,000	.....	.....	.....	189,000	6,300	137
.....	.....	.....	.....	.....	34,932	.....	138
42·63	914·418	.....	.....	.....	2,145,073	65,359	139
.....	.....	.....	.....	.....	*a*	.....	140
.....	.....	.....	.....	.....	§	.....	141

a General capital of the Dominion Coal Co.

TABLE 4.—Amount of Railway Capital at the

Number.	Name of Railway.	1	2	3	4	5	6
			STOCKS.				FUNDED
			Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100×Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
			$	$	p. c.	$	$
142	Temiscouata		1,000,000	8,849	24·41	3,099,669	27,401
143	Thousand Islands		60,000	8,185	51·85	58,000	7,913
144	Toronto, Hamilton and Buffalo		2,500,000	30,618	36·80	4,280,000	52,419
145	*Trans-Canada		37,700	.....	100·00	.....	.....
146	Vancouver Copper Cos. Ry		.....	.....	.....	92,466	7,705
147	Vancouver, Victoria and Eastern		16,800,000	76,572	100·00	.....	.....
148	Vancouver, Westminster and Yukon		3,522,000	234,800	100·00	.....	.....
149	Victoria and Sydney		103,000	6,450	27·00	300,000	18,785
150	Victoria Terminal Ry and Ferry Co.		250	218	100·00	.....	.....
151	Wellington Colliery Co's Ry		250,000	23,259	100·00	.....	.....
152	York and Carleton		105,000	10,000	100·00	.....	.....
			749,207,687	.....	.....	779,481,514	.....

*Under construction. ‡General capital of the Nova Scotia Coal Co.

Close of the Year ended June 30, 1911—*Concluded.*

7	8	9	10	11	12	12	
DEBT.	DESIGNATION OF FUNDED DEBT.				SUMMARY.		
Proportion to Total Railway Capital. 100×Col. 5 / Col. 12.	Bonds.	Miscellaneous. Obligations.	Income Bonds.	Equipment Trust Obligations	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	Number.
p. c.	$	$	$	$	$	$	
75·59	3,099,669	.....	.....	.....	4,099,669	36,250	142
48·15	58,000	.....	.....	.....	118,000	16,098	143
63·20	4,280,000	.....	.....	.....	6,780,000	83,037	144
.....	.....	.....	.....	.....	37,700	.....	145
100·00	92,466	.....	.....	.....	92,466	7,705	146
.....	.....	.....	.....	.....	16,800,000	76,572	147
.....	.....	.....	.....	.....	3,522,000	234,800	148
73·00	300,000	.....	.....	.....	403,000	25,235	149
.....	.....	.....	.....	.....	250	218	150
.....	.....	.....	.....	.....	250,000	23,259	151
.....	.....	.....	.....	.....	105,000	10,000	152
.....	732,693,760	13,079,015	20,036,546	13,672,193	1,528,689,201	.....	

§Owned and operated by the Ontario Government.

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	Bonus.
		Bonus Granted	Bonus Paid up	Loan.		Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern (ab'd.)	50,460 00	50,460 00		New Brunswick	48,630 00
2	Harvey Branch	5,553 57	5,553 57		"	9,000 00
3	Alberta Ry. & Irrig'tn Co.	148,094 00	148,094 00			
4	Algoma Central & Hudson Bay	1,440,000 00	924,976 00			
5	Atlantic & Lake Superior, now Quebec Oriental	828,435 84	828,435 84		Quebec	1,596,390 00
6	Atlantic, Quebec & Western	396,902 40	396,902 40			
7	Bay of Quinté	350,455 25	350,455 25		Ontario	84,000 00
8	Bedlington & Nelson (nil)					
9	Brandon, Sask'n & Hudson Bay (nil)					
10	British Yukon (nil)					
11	Brockville, Westport & North Western	140,800 00	140,800 00		Ontario	
12	Bruce Mines & Algoma	53,920 00	53,920 00		Ontario	50,918 00
13	Canada & Gulf Terminal	144,803 84	144,803 84			
14	Canada Southern, including Sarnia, Chatham & Erie				Ontario	
16	Leamington & St. Clair	51,200 00	51,200 00		"	147,859 00
17	Canadian Government Rys.:—Intercolonial, including—					
18	CanadaEastern	374,839 84	374,839 84			
19	Drummond County	423,936 00	423,936 00		Quebec	
20	Fredericton & St.Marys Bridge	30,000 00	30,000 00			
21	Prince Edward Island					
22	Canadian Northern including—	374,606 00	374,606 00			
23	Winnipeg Great Nor'en					
24	Port Arthur, Duluth & Western	271,200 00	271,200 00		Ontario	255,571 00
25	Ontario & Rainy River	1,534,526 00	1,534,526 00		"	1,072,800 00
26	Manitoba				Manitoba	641,575 25
27	Canadian Northern Ont..	2,255,872 00	2,240,832 00		Ontario	*b*
28	Canadian Northern Que..	1,934,148 86	1,934,148 86		Quebec	1,194,129 46
29	Canadian Pacific	29,750,506 00	29,750,506 00		Manitoba	375,377 50
		*a*10,189,521 00	*a*10,189,521 00		B. Columbia	37,500 00
30	Owned—Can. Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00
31	Lake Temiskaming Colonization	310,335 95	310,335 95		Quebec	350,076 82
32	North Shore	1,500,000 00	1,500,000 00		Quebec	
33	Montreal & Western	361,270 00	361,270 00		Quebec	472,500 00
34	Que, Montreal, Ottawa & Occidental				"	727,000 00
35	Leased—Atlantic & North West	3,888,800 00	3,888,800 00		"	711,122 02
	Cap de la Madeleine	7,424 00	7,424 00			
37	Columbia & Kootenay	88,800 00	88,800 00			
38	Credit Valley				Ontario	531,000 00
39	Fredericton				N. Brunswick	230,000 00
40	Guelph & Goderich				Ontario	
41	Guelph Junction	51,200 00	46,000 00		"	
42	Lindsay, Bobcaygeon & Pontypool	185,173 06	185,173 06		"	52,500 00
43	Manitoba & North Western				Manitoba	

a This amount was paid for 6,793,014 acres of land relinquished by the Company.

b Ontario Government guarantees Bonds, 318 miles at $20,000 per mile.

by Governments and Municipalities, to 30th June, 1911.

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
48,680 00						
9,000 00						
947,199 25			50,500 00	9,000 00		
84,000 00			197,990 43	197,990 43		
			116,000 00	116,000 00		
50,918 00			500 00	500 00		
			322,500 00	322,500 00		
147,859 00						
			15,000 00	15,000 00		
255,571 00			40,000 00	40,000 00		
1,072,800 00			50,000 00	50,000 00		
641,575 25						
b			20,000 00	20,000 00		
1,194,129 46			72,000 00	72,000 00		200,000 00
372,157 50						
37,500 00			572,500 00	464,761 29		
1,479,000 00						42,500 00
350,076 82						
472,500 00						
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62	
699,192 08						325,000 00
531,000 00			1,085,000 00	1,085,000 00		
230,000 00			80,000 00	80,000 00		
			31,000 00	31,000 00		
						193,000 00
52,500 00			73,000 00	73,000 00		
			215,600 00	215,600 00		

TABLE 5.—STATEMENT of Aid granted and paid to Railways

	Name of Railway.	By Dominion Government.			Name of Province.	Bonus.
		Bonus Granted	Bonus Paid up	Loan.		Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
	Can. Pacific—Leased lines —*Con.*					
44	Manitoba South West Colonization				Manitoba	
45	Montreal & Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
46	Montreal & Ottawa	192,000 00	192,000 00		Ontario	100,000 00
					Quebec	182,210 00
47	Nakusp & Slocan	121,600 00	117,760 00		Brit. Columbia	
48	New Brunswick				New Brunswick	76,000 00
49	New Brunswick & Canada				"	575,000 0
50	Nicola, Kamloops & Similkameen	300,800 00	300,800 00			
51	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
52	Ontario & Quebec	196,000 00	196,000 00		Ontario	
53	Orford Mountain	192,942 50	192,942 50		Quebec	138,884 92
54	Ottawa, Northern & Western	950,000 00	821,009 20		Ontario	50,000 00
					Quebec	1,316,389 15
54	Saskatchewan & Western				Manitoba	
56	Shuswap & Okanagan	163,200 00	163,200 00			
57	St. John Bridge & Extension			433,600 00	New Brunswick	5,181 81
58	St. John & Maine				"	880,000 00
59	St. Lawrence & Ottawa				Ontario	
60	St. Mary's & Western Ontario	67,344 00	67,344 00		"	
61	St. Stephen & Milltown	14,848 00	14,848 00		New Brunswick	13,920 00
62	Tillsonburg, Lake Erie & Pacific	158,871 48	117,431 48		Ontario	38,564 00
63	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
64	Toronto, Grey & Bruce	14,656 00	14,656 00		Ontario	375,282 00
65	West Ontario Pacific	60,000 00	60,000 00		"	
66	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
67	Caraquet	224,000 00	224,000 00		New Brunswick	180,000 00
68	Carillon & Grenville (nil)					
69	Central Ontario, and,	204,067 32	204,067 32		Ontario	278,000 00
70	Marmora Ry. & Mining Co	30,720 00	30,720 00		"	19,149 39
71	Colchester Coal & Ry. Co	12,800 00	12,800 00			
72	Crows Nest Southern (nil)					
73	Cumberland Ry. & Coal Co	44,800 00	39,850 00		Nova Scotia	184,450 00
74	Dominion Atlantic: in-					
75	cluding Windsor and Annapolis	1,193,369 00	1,193,369 00		Nova Scotia	
76	Cornwallis Valley	44,800 00	44,800 00		"	44,800 00
77	Western Counties	500,000 00	500,000 00		"	679,197 45
78	Midland of N.S.	399,060 40	399,060 40		"	185,600 00
79	Eastern British Columbia (nil)					
80	Edmonton, Yukon & Pacific (Can. Northern.	160,000 00	91,200 00			
81	Elgin & Havelock	c82,652 82	c82,652 82		New Brunswick	107,500 00
82	Esquimalt & Nanaimo	750,000 00	750,000 00			
83	Grand Trunk, including,			15,142,633 33		
84	Beauharnois Junction	62,400 00	62,400 00		Quebec	179,073 00

c Includes used iron rails.

by Governments and Municipalities, to June, 1911—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus. Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.
	900,000 00					
87,750 00						
100,000 00						
182,210 00			5,300 00	5,300 00		
	647,074 00					
76,000 00			23,000 00	23,000 00		
575,000 00			47,500 00	47,500 00		
96,000 00						
			52,500 00	52,500 00		
138,884 92			3,000 00	3,000 00		
50,000 00			150,000 00	150,000 00		
1,192,672 58			101,000 00	100,000 00		
			10,000 00	10,000 00		
5,181 81						
880,000,00		300,000 00				60,000 00
					300,000 00	90,000 00
			80,000 00	77,996 39		
13,920 00						
38,564 00			75,000 00	75,000 00		
70,000 00						
375,282 00			988,000 00	969,561 44		
			25,000 00	25,000 00		
99,200 00			10,000 00	10,000 00		
180,000 00						
278,000 00			93,500 00	93,500 00		
19,149 39						
173,650 00						
44,800 00			27,685 00	27,685 00		
679,197 45			250,000 00	250,000 00		
183,510 40			36,000 00	36,000 00		
107,500 00			13,000 00	13,000 00		
179,073 00						

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	Bonus.
		Bonus Granted	Bonus Paid up	Loan.		Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
85	Brantford, Norfolk & Burwell				Ontario	68,000 00
86	Buffalo & Lake Huron				"	
87	Cobourg, Blairton & Marmora				"	18,740 00
88	Grand Trunk, Victoria Jubilee Bridge	500,000 00	500,000 00			
89	Grand Trunk, Georgian Bay & Lake Erie				Ontario	336,000 00
90	Grand Junction, Belleville & North Hastings	21,888 00	21,888 00		"	224,660 00
91	Owen Sound Branch	39,744 00	39,744 00		"	
92	Hamilton & North Western				"	565,020 00
93	London, Huron & Bruce				"	178,630 00
94	Midland, Ontario				"	168,350 00
95	Montreal & Champlain Junction	103,600 00	103,600 00		Quebec	150,000 00
96	Northern				Ontario	196,188 00
97	North Simcoe				"	83,300 00
98	Northern Pacific Jct	1,320 000 00	1,320,000 00		"	
99	South Norfolk	54,400 00	54,400 00		Ontario	
100	Toronto Belt Line					
101	Toronto & Nipissing				Ontario	105,212 00
102	Lake Simcoe Junction				"	53,000 00
103	Victoria				"	312,000 00
104	Waterloo Junction	32,800 00	32,800 00		"	
105	Wellington, Grey & Bruce				"	241,276 00
106	Whitby, Port Perry & Lindsay				"	94,957 59
	Grand Trunk—					
107	Canada Atlantic Division: including,	282,355 20	282,355 20		Ontario Quebec	270,000 00 200,000 00
108	Ottawa, Arnprior & Parry Sound	932,512 00	932,512 00		Ontario	577,326 06
109	Central Counties				"	
110	Pembroke Southern	64,000 00	64,000 00		"	55,500 00
111	Grand Trunk Pacific	1,269,299 20	1,269,299 20	10,000,000 00	Ontario	376,320 00
112	Gulf Shore	53,699 20	53,699 20		New Brunswick	41,950 00
113	Halifax & South Western, including	819,874 93	819,874 93		Nova Scotia	3,879,450 00
114	Central of N.S. & Novn Scotia Southern	653,776 00	653,776 00		"	
115	Halifax & Yarmouth	160,000 00	160,000 00		"	156,499 33
116	Middleton & Victoria Beach	125,760 00	125,760 00		"	96,000 00
117	Hereford	170,560 00	170,560 00		Quebec	103,000 00
118	Inverness Ry. & Coal Co. (C.N.R.)	627,000 00	368,545 97		Nova Scotia	272,000 00
119	*International of New Brunswick	726,080 00	725,288 07		New Brunswick	275,000 00
120	Irondale, Bancroft & Ottawa	144,000 00	144,000 00		Ontario	315,000 00
121	Kaslo & Slocan					
122	Kent Northern, and	*d*58,334 27	*d*58,334 27		New Brunswick	135,000 00
123	St. Louis & Richibucto (abandoned)	22,400 00	22,400 00		"	21,000 00
124	Kettle Valley	97,771 52	97,771 52			
125	Kingston & Pembroke	48,000 00	48,000 00		Ontario	456,493 00
126	Klondike Mines	197,184 00	197,184 00			
127	L'Assomption (aband'd)	11,200 00	11,200 00			

*Under construction.

by Governments and Municipalities, to 30th June, 1911—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up	Loan.	Subscription to Shares.	Bonus.. Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
68,000 00						
			966,000 00	966,000 00		
18,740 00	26,000 00		113,500 00	113,500 00		
336,000 00			929,000 00	929,000 00		
224,660 00			213,000 00	213,000 00		50,000 00
			85,500 00	85,500 00		
565,020 00			599,805 00	599,805 00		
178,630 00			311,500 00	311,500 00		
168,350 00			144,870 85	144,870 85		
150,000 00			21,774 00	21,774 00		
196,188 00			241,980 00	241,980 00		390,000 00
83,300 00						
			65,000 00	65,000 00		
105,212 00			376,702 59	376,702 59		
53,000 00			100,000 00	100,000 00		
312,000 00			186,000 00	186,000 00		
			47,000 00	47,000 00		
241,276 00			682,000 00	682,000 00		
94,957 59			222,094 93	222,094 93		
270,000 00 200,000 00			154,392 00	152,900 00		32,000 00
577,326 06						
			24,000 00	24,000 00		
55,500 00			20,000 00	20,000 00		
376,320 00			350,000 00	350,000 00		
41,950 00						
3,879,450 00						
			88,874 17	88,874 17		
156,499 33			15,338 93	15,338 93		
84,226 36						
233,000 00			100,000 00	50,000 00		
275,000 00			5,000 00	5,000 00		
135,000 00						
135,000 00						
21,000 00						
456,493 00			509,320 00	509,320 00		

*d*Includes used iron rails.

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number.	Name of Railway.	By Dominion Government.			Name of Province.	Bonus.
		Bonus Granted	Bonus Paid up	Loan.		Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
128	Lake Erie & Detroit River, and	571,851 00	571,851 00		Ontario	83,000 00
129	London & Port Stanley				"	
130	Liverpool & Milton	32,000 00	32,000 00			
131	Lotbiniere & Megantic	96,000 00	96,000 00		Quebec	126,994 00
132	Manitoba Great Northern (nil)					
133	Maganetawan River	3,552 00	*3,552 00		Ontario	10,000 00
134	Manitoulin & North Shore, now, Algoma Eastern	100,638 72	100,638 72			
135	Maritime Ry. Coal and Power Co.	40,700 00	40,700 00		Nova Scotia	39,788 00
136	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
137	Minudie Coal & Ry. Co.	18,544 00	18,544 00			
138	Montreal & Atlantic, and,				Quebec	444,000 00
139	Lake Champlain & St. Lawrence Jct.				"	250,280 00
140	Montreal & Province Line	58,560 00	58,560 00		"	231,122 00
141	Montreal & Vermont Jct. (nil)					
142	Moncton & Buctouche	102,400 00	101,600 00		New Brunswick	96,000 00
143	Morrissey, Fernie & Michel (nil)					
144	Napierville Junction	173,440 00	173,440 00		Quebec	
145	Nelson & Fort Sheppard (nil)					
146	New Brunswick Coal & Ry. Co.	190,400 00	190,400 00		New Brunswick	224,000 00
147	New Brunswick Southern now Can. Pac. Ry				"	413,000 00
148	New Brunswick & P. E. Island	113,440 00	113,440 00		"	99,708 90
149	New Westminster Southern (nil)					
150	North Shore	27,616 00	27,616 00		New Brunswick	16,200 00
151	Nosbonsing & Nipissing (nil)					
152	Nova Scotia Steel & Coal Co.'s Ry.	40,000 00	39,840 00		Nova Scotia	40,000 00
153	Ottawa & New York	262,384 00	262,384 00		Ontario	35,000 00
154	Phillipsburg Ry. and Quarry Co.	23,712 00	23,712 00		Quebec	25,667 00
155	Pontiac & Renfrew	13,600 00	13,600 00		"	17,433 60
156	Princeton Branch, of Wash'n Co. Ry. (U.S.) (nil)					
157	*Quebec Bridge & Ry. Co.	374,353 33	374,353 33		Quebec	250,000 00
158	Quebec Central	533,301 30	533,301 30		"	1,076,123 14
159	Quebec & Lake St. John	1,454,695 00	1,233,943 50		"	2,533,000 00
160	Quebec Ry., Light & Power Co	96,000 00	96,000 00		Quebec	306,945 50
161	Quebec, Montreal & Southern, including	476,550 55	476,550 55		"	210,000 00
162	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
163	South Shore	296,998 38	296,998 38		"	276,645 00
164	Red Mountain nil)					
165	Rutland & Noyan (nil)					
166	Salisbury & Albert	f29,665 45	29,391 01		New Brunswick	455 000,00
167	Schomberg & Aurora	48,000 00	46,144 00			
168	Stanstead, Shefford & Chambly (nil)					
169	St. Clair Tunnel	375,000 00	375,000 00			

*Under construction. fUsed iron rails.

by Governments and Municipalities, to 30th June, 1911—*Continued.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus.. Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
83,000 00			356,500 00	356,500 00		
					1,332,854 00	414,000 00
126,994 00						
10,000 00						
39,788 00						
5,000 00						65,000 00
315,891 89						528,000 00
250,280 00			51,000 00	36,000 00		
231,122 00			25,000 00	25,000 00		
94,500 00						
			10,000 00	10,000 00		
224,000 00						
413,000 00			3,000 00	3,000 00		
99,708 90						
16,200 00						
40,000 00			4,000 00	4,000 00		
35,000 00			85,000 00	85,000 00		
25,667 00						
17,433 60						
250,000 00			300,000 00	290,817 46		
1,076,123 14			103,000 00	103,000 00		
2,368,816 88			12,000 00	12,000 00		450,000 00
306,945 50						
207,565 00						
115,215 00						
276,645 00			25,000 00	25,000 00		
455,000 00			70,000 00	70,000 00		

TABLE 5.—STATEMENT of Aid granted and paid to Railways

Number	Name of Railway.	By Dominion Government.			Name of Province.	
		Bonus Granted	Bonus Paid up	Loan.		Bonus. Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
170	St. Lawrence & Adirondack	149,481 60	149,481 60	.....	Quebec	70,400 00
171	*St. John Valley & River du Loup	.....	.....	.....	.....	.....
172	St. Martins	‡83,612 54	83,612 54	.....	New Brunswick	145,600 00
173	St. Maurice Valley (Can. Pac. Ry)	173,120 00	173,120 00	.....	.....	.....
174	Sydney & Louisburg (Dom. Coal Co.)	89,600 00	87,808 00	.....	Nova Scotia	87,808 00
175	Temiskaming & Northern Ontario	.....	.....	.....	.....	.....
176	Temiscouata	645,950 00	645,950 00	.....	Quebec. New Brunswick	362,250 00 66,000 00
177	Thousand Islands	61,200 00	29,840 00	.....	Ontario	.....
178	Toronto, Hamilton & Buffalo	57,600 00	57,600 00	.....	"	.....
179	Vancouver, Victoria & Eastern (nil)	.....	.....	.....	.....	.....
180	Victoria & Sydney	.....	.....	.....	Brit. Columbia.	113,635 00
181	Victoria Terminal Ry. & Ferry Co. (nil)	.....	.....	.....	.....	.....
182	Wellington Colliery Co. (nil)	.....	.....	.....	.....	.....
183	York & Carleton	32,896 00	32,896 00	.....	New Brunswick	25,247 00
	Final total	80,994,688 52	79,695,164 62	25,576,533 33		34,310,039 89

‡Used iron rails.

by Governments and Municipalities, to June 30th, 1911—*Concluded.*

By Provincial Governments.			By Municipalities.			
Bonus Paid up.	Loan.	Subscription to Shares.	Bonus.. Granted.	Bonus Paid up.	Loan.	Subscription to Shares.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
70,400 00						
145,600 00						
2,000 00						
362,250 00			25,000 00	25,000 00		
66,000 00			10,000 00	10,000 00		
			268,000 00	265,500 00		
113,635 00			170,452 50	170,452 50		
25,247 00						
32,869 330 16	2,750,030 00	300,000 00	13,047,680 40	12,798,824 98	2,404,498 62	2,839,500 00

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1911, including Comparative Statement of Net Earnings.

Number.	1	3	4	A	5	6	7
		Earnings.					Net Earnings.
	Name of Railway.	Passenger.	Freight.	Other Earnings from Operation.	Total Gross including other Earnings from Operation. Cols. 3+4+A.	Operating Expenses.	1911. Cols. 5—6.
		$ cts.	$ cts.	$ ct..	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co	102,376 34	214,353 50	28,391 90	345,121 74	249,649 63	95,472 11
2	Algoma Central and Hudson Bay	93,538 78	331,665 52	153,495 20	578,699 50	365,402 43	213,297 07
3	Atlantic, Quebec and Western	9,306 32	15,142 99	25 76	24,475 07	32,051 22	−7,576 15
4	Algoma Eastern	1,961 65	95,201 72	1,458 29	98,621 66	63,869 76	−34,751 90
5	Bay of Quinté	44,128 78	165,536 18	6,377 93	216,042 89	157,860 23	58,182 66
6	Bedlington and Nelson	249 31	1,822 45	51	2,072 27	10,674 08	−8,601 81
7	Brandon, Saskatchewan and Hudson Bay	27,876 47	37,206 25	285 05	65,367 77	96,856 24	−31,488 47
8	British Yukon	63,752 26	252,067 48	5,545 54	321,365 28	119,778 52	201,586 76
9	Brockville, Westport and Northwestern	34,719 00	32,744 58	39 89	67,503 47	37,491 16	30,012 31
10	Canada Southern	2,827,030 21	6,315,307 48	27,021 50	9,169,359 19	5,544,887 76	3,624,471 43
11	Canadian Government Railways (Intercolonial)	3,361,984 09	6,479,229 63	180,354 67	10,021,568 39	9,739,690 96	281,877 43
12	" " " (P. E. Island)	187,281 05	144,444 77	10,859 62	342,585 44	430,446 66	−87,861 22
13	Canadian Northern	3,214,893 66	11,955,363 39	1,190,455,34	16,360,712 39	11,033,692 00	5,327,020 39
14	Canadian Northern Ontario	172,351 38	382,544 28	8,494 58	563,390 24	541,040 21	22,350 03
15	Canadian Northern, Quebec	326,186 15	743,662 31	11,081 15	1,080,929 61	975,615 19	105,314 42
16	Canadian Pacific	31,117,880 29	64,822 980 69	1,658,222 14	97,599,083 12	63,627,293 98	33,971,789 14
17	Cape Breton	5,171 45	3,514 35	82 49	8,768 29	18,211 45	− 9,443 16
18	Caraquet	19,759 05	35,289 76	.....	55,048 81	54,846 20	202 61
19	Carillon and Grenville	1,515 50	79 65	1,260 87	2,856 02	4,811 41	−1,955 39
20	Central Ontario	92,607 12	209,939 24	11,559 49	314,105 85	170,521 29	143,584 56
21	Crowsnest Southern	23,927 39	114,215 57	913 41	139,056 37	109,678 12	−51,621 75
22	Cumberland R. and Coal Co	16,860 26	38,499 96	17 00	55,377 22	53,343 11	2,034 11
23	Dominion Atlantic	391,318 45	340,578 78	4,114 44	736,011 67	497,215 12	238,796 55

24	Elgin and Havelock	3,368 03	7,620 19	.....	10,988 22	10,381 61	606 61
25	Eastern British Columbia	3,875 60	34,251 37	50 95	38,177 92	22,602 91	15,575 01
26	Grand Trunk	11,369,825 94	21,102,974 91	327,277 69	32,800,078 54	23,149,134 89	9,650,943 65
27	Grand Trunk, (Canada Atlantic)	468,209 91	1,431,990 11	35,728 40	1,935,928 42	1,717,820 43	218,107 99
28	Halifax and Southwestern	219,639 79	213,556 39	2,614 27	435,810 45	397,060 33	38,750 12
29	Hereford	19,182 64	42,008 44	896 41	62,087 49	90 778 86	−28,691 37
30	Inverness Ry. and Coal Co	25,380 07	170,470 06	1,279 85	207,229 98	114,040 71	93,189 27
31	Irondale, Bancroft and Ottawa	8,555 91	17,040 08	446 30	26,042 29	24,762 83	1,279 46
32	Kaslo and Slocan	569 53	5,226 55	69 00	5,865 08	6,815 27	− 950 19
33	Kent Northern	8,526 06	10,313 35	.....	18,839 41	13,418 00	5,421 41
34	Kettle Valley	372 10	2,627 33	20 00	3,019 43	6,198 63	−3,179 20
35	Kingston and Pembroke	65,501 45	148,815 02	Cr. 7,035 99	207,280 48	165,256 93	42,023 55
36	Klondike Mines	7,304 25	38,793 82	1,204 36	47,302 43	44,508 61	2,793 82
37	Lotbinière and Megantic	6,513 51	24,258 44	114 73	30,886 68	30,304 13	582 55
38	London and Port Stanley	39,226 63	80,384 70	1,082 88	120,694 21	138,130 80	−17,436 59
39	Manitoba Great Northern	6,548 31	43,984 01	55 18	50,587 50	69,019 51	−18,432 01
40	Maritime, Coal Ry. and Power Co	8,379 85	63,546 36	40	71,926 61	43,020 61	28,906 00
41	Massawippi Valley	70,788 03	138,034 15	1,282 27	210,104 45	176,841 05	33,263 40
42	Montreal and Atlantic	221,512 03	811,763 31	22,338 01	1,055,613 35	861,580 11	194,033 24
43	Montreal and Province Line	60,382 89	54,211 42	1,751 51	116,345 82	68,174 80	48,171 02
44	Montreal and Vermont Junction	65,162 33	60,068 22	30 55	125,261 10	75,407 43	49,853 67
45	Morrissey, Fernie and Michel	9,369 75	98,293 29	631 81	108,294 85	92,210 60	16,084 25
46	Moncton and Buctouche	9,784 73	16,317 04	67 29	26,169 06	23,073 16	3,095 90
47	Napierville Junction	5,767,30	66,266 50	314 00	72,347 80	36,710 83	35,636 97
48	Nelson and Fort Sheppard	33,555 81	42,478 61	3,968 25	80,002 67	143,322 18	−63,319 51
49	New Brunswick, Coal and Ry. Co	13,216 80	40,747 77	12,512 14	66,476 71	80,765 18	−14,288 47
50	New Brunswick and P. E. Island	10,999 48	21,708 77	95 93	32,804 18	27,109 74	5,694 44
51	New Westminster Southern	14,057 33	29,805 62	164 65	44,027 60	28,924 93	15,102 67
52	North Shore Ry. Co	238 50	3,193 30	.....	3,431 80	3,223 29	208 51
53	Nova Scotia Steel and Coal Co	2,203 26	3,871 47	.....	6,074 73	9,981 52	−3,906 79
54	Ottawa and New York	72,996 34	81,570 83	2,109 89	156,677 06	159,755 97	−3,078 91
55	Père Marquette	161,037 41	2,286,241 69	9,603 84	2,456,882 94	1,677,479 07	779,403 87
56	Phillipsburg Ry. and Quarry Co	.....	5,677 60	.....	5,677 60	3,110 00	2,567 60
57	Princeton Branch of Washington County	7,839 45	19,777 37	.....	27,616 82	11,722 14	15,894 68
58	Quebec Central	407,221 34	788,439 98	8,511 51	1,204,172 83	820 803 12	383,369 71
59	Quebec and Lake St. John	233,643 42	386,978 83	9,989 05	630,611 30	587,091 22	43,520 08
60	Quebec Ry Light and Power Co	9,921 58	56·522 30	2,459 72	68,903 60	48,916 97	19,986 63
61	Quebec, Montreal and Southern	131,248 45	185,610 24	538 48	317,397 17	300,689 42	16,707 75
62	Quebec Oriental	38,034 42	47,922 52	.....	85,956 94	84,070 09	1,886 85
63	Red Mountain	3,624 10	10,829 25	400 54	14,853 89	44,349 47	−29,495 58
64	Rutland and Noyan	9,735 78	5,762 56	.....	15,498 34	9,564 40	5,933 94
65	Salisbury and Albert	11,079 79	16,778 71	447 09	28,305 59	31,628 79	−3,323 20
66	Schomberg and Aurora	5,373 08	6,200 23	40 11	11,613 42	14,518 28	−2,904 86
67	Stanstead, Shefford and Chambly	39,731 10	49,588 15	284 26	89,603 51	79,145 72	10,457 79
68	St. Clair Tunnel	.....	293,014 00	.....	293,014 00	105,458 92	187,555 08
69	St. Lawrence and Adirondack	234,664 94	325,020 60	6,074 63	565,759 57	372,302 05	193,457 52
70	St. Martins	5,547 94	9,429 14	217 72	15,194 80	12,625 24	2,569 56
71	Sydney and Louisburg	35,581 07	418 884 16	1,215 05	455,710 28	371,001 28	84,709 00
72	Temiscouata	65,073 10	141,190 46	4,850 00	211,113 56	162,181 44	48,932 12
73	Temiskaming and Northern Ontario	624,562 67	803,331 02	62,358 30	1,490,251 99	1,102,619 77	387,632 22

TABLE 6.—EARNINGS of Railways for the Year ending June 30, 1911, including Comparative Statement of Net Earnings—*Concluded.*

Number.	1 Name of Railway.	3 Earnings. Passenger.	4 Earnings. Freight.	A Earnings. Other Earnings from Operation.	5 Earnings. Total Gross including other Earnings from Operation. Cols. 3+4+A.	6 Operating Expenses.	7 Net Earnings. 1911. Cols. 5—6.
		$ cts.	$ cts.	$ ct..	$ cts.	$ cts.	$ cts.
74	Thousand Island	11,828 45	22,221 78	3,131 34	37,181 57	32,781 08	4,400 49
75	Toronto, Hamilton and Buffalo	333,998 31	860,076 62	12,015 61	1,206,090 54	682,402 97	523,687 57
76	Vancouver, Victoria and Eastern	232,912 86	446,948 78	10,758 39	690,620 03	627,657 75	62,962 28
77	Victoria Terminal Ry. and Ferry Co	2,428 78	2,228 98	70 62	4,788 38	2,284 42	2,503 96
78	Victoria and Sidney, B. C	25,057 90	29,120 28	143 13	54,321 31	33,710 06	20,611 25
79	Wabash, (in Canada)	697,697 29	1,701,617 31	2,695 55	2,402,010 15	1,966,561 80	435,448 35
80	York and Carleton	2,466 10	3,379 00	.....	5,845 10	3,846 90	1,998 20
	Totals	58,317,998 45	126,570,533 52	3,844,961 84	188,733,493 81	131,034,784 95	57,698,708 86

Table 7.—Earnings and Income for the Year ending June 30, 1911.

Operating Revenues.

Number.	1	2	3	4	5	A	6	7	8
		Revenue from Transportation.							
	Name of Railway.	Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other Items.	Total Passenger Service Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$	p.c.
1	Alberta Railway and Irrigation Co	88,807 15	2·753	1,056 02	11,515 77	997 40	102,376 34	1·08700	29·63
2	Algoma Central and Hudson Bay	30,411 10	3·994			63,127 68	93,538 78	2·12941	16·16
3	Atlantic, Quebec and Western	9,278 17	2·655			28 15	9,306 32	·33620	38·02
4	Algoma Eastern	1,961 65	3·981				1,961 65	·09705	1·99
5	Bay of Quinté	34,757 35	2·331	6,466 65	2,904 78		44,128 78	·26998	20·42
6	Bedlington and Nelson	171 05	4·045		76 11	2 15	249 31	·13789	12·01
7	Brandon, Saskatchewan and Hudson Bay	23,530 35	2·744	2,324 06	1,723 27	298 79	27,876 47	·65586	42·64
8	British Yukon	57,403 38	8·889	4,456 25	1,275 94	616 69	63,752 26	1·08014	19·84
9	Brockville, Westport and Northwestern	29,375 49	1·481	3,380 40	1,358 21	604 90	34,719 00	·61821	51·43
10	Canada Southern	2,211,777 99	2·356	146,582 74	429,059 50	39,609 98	2,827,030 21	1·46005	30·83
11	Canadian Government Railways—Intercolonial	2,772,476 73	1·668	207,318 22	221,718 91	160,470 23	3,361,984 09	1·10400	33·54
12	" " " P. E. Island	156,551 06	1·929	23,516 40	2,297 52	4,916 07	187,281 05	·57525	54·66
13	Canadian Northern	2,756,415 06	2·428	88,008 53	268,445 11	102,024 96	3,214,893 66	1·16708	19·65
14	" " Ontario	153,572 16	2·078	491 39	9,534 63	8,753 20	172,351 38	·49809	30·59
15	" " Quebec	295,245 52	1·895	4,522 74	19,000 15	7,417 74	326,186 15	·77549	30·17
16	Canadian Pacific	27,689,957 76	1·922	821,429 78	2,162,844 00	443,648 75	31,117,880 29	1·63143	30·85
17	Cape Breton	4,890 90	2·889		211 85	68 70	5,171 45	·26312	58·97
18	Caraquet	16,866 45	2·557	2,892 60			19,759 05	·45078	35·89
19	Carillon and Grenville	1,515 50	2·852				1,515 50	·53475	53·08
20	Central Ontario	78,239 28	2·134	6,659 55	7,708 29		92,607 12	·57195	29·48
21	Crow's Nest Southern	20,812 80	3·817	1,264 88	1,589 37	260 34	23,927 39	·53036	17·20
22	Cumberland Railway and Coal Co	13,191 69	2·981	1,014 48	2,122 39	531 70	16,860 26	·43896	30·44
23	Dominion Atlantic	346,512 69	1·964	13,425 68	18,112 70	13,267 38	391,318 45	·77784	53·16

Table 7.—Earnings and Income for the Year ending June 30, 1911.—*Continued*

Operating Revenues.

Number.	Name of Railway.	Revenue from Transportation.							
	1	2	3	4	5	A	6	7	8
		Passenger Revenue.	Revenue per Passenger per mile.	Mail.	Express.	Excess Baggage, Parlour and Chair Car Revenue and other Items.	Total Passenger Service Train Revenue.	Passenger Earnings per Train Mile.	Proportion to Total Earnings. 100 × Col. 6. / Col. 16.
		$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.	$	p.c.
24	Elgin and Havelock	2,600 49	1·733	676 08	91 46		3,368 03	·17523	30·65
25	Eastern British Columbia	3,650 60	5·499	225 00			3,875 60	·51840	10·16
26	Grand Trunk	9,495,054 79	1·806	366,827 42	1,234,321 42	273,622 31	11,369,825 94	1·39142	34·66
27	" " (Canada Atlantic)	402,470 77	2·069	23,295 09	26,399 03	16,045 02	468,209 91	·64685	24·18
28	Halifax and South Western	186,622 61	2·662	6,537 52	21,670 18	4,809 48	219,639 79	·66822	50·39
29	Hereford	15,634 57	2·103	2,659 24	660 00	228 83	19,182 64	·34904	30·89
30	Inverness Railway and Coal Co	23,900 70	2·592		515 67	963 70	25,380 07	·58586	12·24
31	Irondale, Bancroft and Ottawa	7,095 70	2·267	841 16	619 05		8,555 91	·25980	32·85
32	Kaslo and Slocan	531 87	5·923	30 38	9 46	Cr. 2 18	569 53	·40973	9·71
33	Kent Northern	7,293 96	3·731	1,232 10			8,526 06	·50444	45·25
34	Kettle Valley	372 10	3·915				372 10	·19052	12·32
35	Kingston and Pembroke	51,299 54	2·636	7,208 98	3,432 23	560 70	65,501 45	·50809	31·60
36	Klondike Mines	6,633 50	15·361	670 75			7,304 25	1·61384	15·44
37	Lotbiniere and Megantic	5,015 91	2·299	1,497 60			6,513 51	·34795	21·08
38	London and Port Stanley	33,403 27	1·156	1,552 72	3,668 68	601 96	59,226 63	·48796	32·50
39	Manitoba Great Northern	5,341 29	2·706	494 93	625 22	86 87	6,548 31	·19959	12·94
40	Maritime Coal Ry. and Power Co	7,389 15	3·181	300 48	537 17	153 05	8,379 85	·57546	11·65
41	Massawippi Valley	66,161 79	2·328	2,959 54	999 96	666 74	70,788 03	·72404	33·69
42	Montreal and Atlantic	188,303 70	2·296	10,301 17	19,558 10	3,349 06	221,512 03	·71764	20·98
43	Montreal and Province Line	53,024 00	2·110	2,449 76	3,918 79	990 34	60,382 89	·83631	51·89
44	Montreal and Vermont Junction	56,293 27	2·168	2,530 00	5,215 29	1,123 77	65,162 33	1·02332	52·02
45	Morrissey, Fernie and Michel	9,369 75	1·109				9,369 75	·30244	8·65

46	Moncton and Buctouche	8,809 62	2·046	803 84	22 97	148 30	9,784 73	·47228	37·01
47	Napierville Junction	4,981 38	2·546		762 00	23 92	5,767 30	·33901	7·97
48	Nelson and Fort Sheppard	27,417 01	3·608	1,502 40	3,453 00	1,183 40	33,555 81	·88927	41·94
49	New Brunswick Coal and Ry. Co	11,567 42	2·648	1,281 22	368 16		13,216 80	·18984	19·88
50	New Brunswick and P. E. Island	8,928 02	2·023	1,780 69	290 77		10,999 48	·38792	33·52
51	New Westminster Southern	10,020 96	3·675	3,003 97	907 94	124 46	14,057 33	·70466	31·92
52	North Shore Railway Co	238 50	3·125				238 50	·04919	6·96
53	Nova Scotia Steel and Coal Co	1,890 26	3·200	313 00			2,203 26	·13945	36·26
54	Ottawa & New York	64,180 83	2·164	4,274 03	3,553 10	988 38	72,996 34	·94444	46·59
55	Père Marquette	125,688 74	2·028	8,402 00	24,171 82	2,774 85	161,037 41	·55675	6·55
56	Phillipsburg Ry. and Quarry Co								
57	Princeton Branch of Washington Co	7,175 15	1·732	193 80	377 53	92 97	7,839 45	·76452	28·42
58	Quebec Central	356,293 72	2·121	19,721 12	17,871 91	13,334 59	407,221 34	·87216	33·81
59	Quebec and Lake St. John	200,842 01	1·791	13,488 12	12,532 36	6,780 93	233,643 42	·99052	37·05
60	Quebec Railway Light and Power Co	9,921 58	1·375				9,921 58	1·33696	14·39
61	Quebec Montreal and Southern	119,192 58	2·485	3,110 18	6,979 87	1,965 82	131,248 45	·60294	41·35
62	Quebec Oriental	33,113 70	2·636	3,517 12	1,362 40	41 20	38,034 42	·64961	44·24
63	Red Mountain	2,825 01	3·531	292 00	408 20	98 89	3,624 10	·55161	24·39
64	Rutland and Noyan	9,498 14	2·297	87 64	150 00		9,735 78	1·90860	62·82
65	Salisbury and Albert	8,376 55	2·705	2,246 40	292 48	164 36	11,079 79	·28947	39·14
66	Schomberg and Aurora	5,373 08	3·001				5,373 08	·23905	46·26
67	Stanstead, Shefford and Chambly	30,458 01	2·506	1,732 67	6,569 70	970 72	39,731 10	·62949	44·34
68	St. Clair Tunnel								
69	St. Lawrence and Adriondack	214,814 01	1·707	3,435 90	12,135 43	4,279 60	234,664 94	1·35959	41·47
70	St. Martins	4,512 88	2·485	967 48	67 58		5,547 94	·32143	36·51
71	Sydney and Louisburg	32,660 44	2·307	1,100 10	893 58	926 95	35,581 07	·87616	7·80
72	Temiscouata	56,802 08	2·377	5,692 08	1,359 53	1,219 41	65,073 10	·45279	30·82
73	Temiskaming and Northern Ontario	564,115 33	2·397	14,715 97	38,387 46	7,343 91	624,562 67	1·66138	41·91
74	Thousand Islands	8,247 75	3·188	724 00	2,856 70		11,828 45	·38645	31·81
75	Toronto, Hamilton and Buffalo	313,274 25	1·979	3,264 14	15,400 00	2,059 92	333,998 31	1·18948	27·69
76	Vancouver, Victoria and Eastern	209,909 41	2·955	4,774 21	10,999 33	7,229 91	232,912 86	1·01656	33·72
77	Victoria Terminal Ry. and Ferry Co	2,400 05	3·628	28 73			2,428 78	1·62787	50·73
78	Victoria and Sidney, B.C	24,632 00	2·383	425 90			25,057 90	1·10518	46·12
79	Wabash (in Canada)	662,368 40	1·766	1,414 89	27,955 64	5,958 36	697,697 29	·93704	29·03
80	York and Carleton	2,180 50	3·088	20 00	265 60		2,466 10	·28894	42·19
	Final total	50,566,893 98		1,869,413 89	4,674,135 27	1,207,555 31	58,317,998 45		

Table 7—Earnings and Income for the Year ending June 30, 1911—*Continued.*

Operating Revenues.

Number.	1	9	10	13	11	12	13	14	15	16	17
		Revenue from Transportation.						Revenue from Operations other than Transportation.		Summary of Revenues	
	Name of Railway.	Freight Revenue	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100× Col. 9÷B. / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges. Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
		$ cts.	Cents.	$ cts.	$	p.c.	$ cts	$ cts.	$ cts.	$ cts.	$
1	Alberta Ry. and Irrigation Co.	214,353 50	2·505		3·17989	62·10	346,729 84	1,186 22	27,205 68	345,121 74	2·42049
2	Algoma Central and Hudson Bay	211,975 72	1·993	119,689 80	6·24080	57·31	425,204 30	100,016 62	53,178 58	578,699 50	9·98239
3	Atlantic, Quebec and Western	15,142 99	3·768		·50091	61·87	24,449 31	25,76		24,475 07	·80960
4	Algoma Eastern	89,130 80	1·889	6,070 92	4·71015	96·52	97,163 37	415 20	1,043 09	98,621 66	4·87936
5	Bay of Quinté	165,536 18	2·125		·95525	76·02	209,664 96	3,658 52	2,719 41	216,042 89	1·24671
6	Bedlington and Nelson	1,822 45	11·385		·96733	87·93	2,071 76	0 51		2,072 27	1·09993
7	Brandon Saskatchewan & Hudson B.	36,508 39	1·802	697 86	1·76525	56·91	65,082 72	285 05		65,367 77	1·02810
8	British Yukon	252,067 48	10·393		4·18147	78·43	315,819 74	950 02	4,595 52	321,365 28	5·21494
9	Brockville, Westport & N. Western	32,702 02	4·222	42,56	1·15521	48·50	67,463 58	29 89	10 00	67,503 47	1·17203
10	Canada Southern	6,264,803 96	·572	50,503 52	3·11114	68·87	9,142,337 69	19,936 74	7,084 76	9,169,359 19	2·39227
11	Canadian Govt. Rys—Intercolonial	6,401,498 80	·576	77,730 83	1·46399	64·65	9,841,213 72	39,495 11	140,859 56	10,021,568 39	1·41336
12	" " " P.E. Island.	144,444 77	3·756		·79276	42·16	331,725 82	862 63	9,996 99	342,585 44	1·04067
13	Canadian Northern	11,768,493 37	·849	186,870 02	2·66187	73·07	15,170,257 05	43,712 66	1,146,742 68	16,360,712 39	2·41014
14	" " Ontario	373,559 66	·952	8,984 62	1·23650	67·90	554,895 66	1,434 63	7,359 95	563,390 24	1·15874
15	" " Quebec	740,977 16	1·256	2,685 15	1·89062	68·79	1,069,848 46	6,226 39	4,854 76	1,080,929 61	1·68525
16	Canadian Pacific	64,359,090 40	·819	463,890 29	2·77231	66·36	95,940,860 98	404,685 30	1,253,536 84	97,599,083 12	2·39083
17	Cape Breton	3,514 35	3·866		·17881	40·07	8,685 80	82 49		8,768 29	·44613
18	Caraquet	35,289 76	2·862		·80511	64·10	55,048 81			55,048 81	1·25588
19	Carillon and Grenville	79 65	11·782		·02810	2·80	1,595 15		1,260 87	2,856 02	1·00424
20	Central Ontario	209,939 24	2·502		2·16651	66·83	302,546 36		11,559 49	314,105 85	1·53108
21	Crow's Nest Southern	114,155 32	1·320	60 25	1·89670	82·13	138,142 96	221 28	692 13	139,056 37	1·31957

TABLE 7.—EARNINGS and Income for the Year ended June 30, 1911—*Continued.*

Operating Revenues.

Number.	Name of Railway.	REVENUE FROM TRANSPORTATION.						REVENUE FROM OPERATIONS OTHER THAN TRANSPORTATION.		SUMMARY OF REVENUES	
		Freight Revenue	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100× Col. 9+B. / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges. Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
	1	9	10	B	11	12	13	14	15	16	17
		$ cts.	Cents.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$ cts.	$
22	Cumberland Ry. and Coal Co.	38,499 96	2·776	.....	·90861	69·52	55,360 22	.....	17 00	55,377 22	1·30693
23	Dominion Atlantic	340,018 78	2·675	560 00	1·50384	46·27	731,897 23	1,823 80	2,290 64	736,011 67	1·37058
24	Elgin and Havelock	7,620 19	3·651	.....	·39647	69·35	10,988 22	.....	.....	10,988 22	·57170
25	Eastern British Columbia	33,101 37	2·328	1,150 00	4·58151	89·71	38,126 97	10 20	40 75	38,177 92	5·10673
26	Grand Trunk	20,759,014 53	·702	343,960 38	2·14154	64·33	32,472,800 85	140,703 71	186,573 98	32,800,078 54	·87197
27	Grand Trunk (Canada Atlantic)	1,332,734 52	·751	99,255 59	1·93353	73·96	1,900,200 02	11,721 11	24,007,29	1,935,928 42	1·44696
28	Halifax and Southwestern	208,771 46	1·740	4,784 93	·81090	49·00	433,196 18	1,191 39	1,422 88	435,810 45	1·21935
29	Hereford	42,007 69	1·546	75	1·03583	67·65	6,191 08	287 24	609 17	62,087 49	·83787
30	Inverness Ry. & Coal Co.	180,531 56	1·022	38 50	1·60388	87·13	205,950 13	178 19	1,101 66	207,229 98	1·84068
31	Irondale, Bancroft and Ottawa	16,589 08	3·199	451 00	·50487	65·43	25,595 99	.....	446 30	26,042 29	·76133
32	Kaslo and Slocan	5,226 55	24·954	.....	3·76011	89·12	5,796 08	69 00	.....	5,865 08	4·21948
33	Kent Northern	10,313 35	5·605	.....	·61018	54·75	18,839 41	.....	.....	18,839 41	1·10754
34	Kettle Valley	2,320 54	6·091	306 79	1·34528	87·00	2,999 43	20 00	.....	3,019 43	1·54605
35	Kingston and Pembroke	128,349 57	2·162	20,465 45	1·46709	71·84	214,316 47	Cr.7,035 99	.....	207,280 48	1·56011
36	Klondike Mines	38,793 82	25·286	.....	5·06314	82 01	46,098 07	.....	1,204 36	47,302 43	6·17364
37	Lotbiniere and Megantic	24,258 44	4·570	.....	1·29051	78·53	30,771 95	.....	114 73	30,886 68	1·54094
38	London and Port Stanley	71,558 50	·898	8,826 20	1·46054	66·60	119,611 33	657 48	425 40	120,694 21	1·00599
39	Manitoba Great Northern	43,475 91	1·274	508 10	1·47182	86·94	50,532 32	55 18	.....	50,587 50	1·30032
40	Maritime Coal Ry. & Power Co.	63,546 36	2·778	.....	2·34765	88·34	71,926 21	.....	40	71,926 61	2·65725
41	Massawippi Valley	136,823 80	·912	1,210 35	1·43835	65·69	208,822 18	458 41	823 86	210,104 45	1·08570
42	Montreal and Atlantic	804,913 73	1·030	6,849 58	1·84325	76·89	1,033,275 34	6,502 97	15,835 04	1,055,613 35	1·82068

Table 7.—Earnings and Income for the Year ending June 30, 1911—*Concluded.*

Operating Revenues.

Number.	Name of Railway.	1	2	10	B	11	12	13	14	15	16	17
			Revenue from Transportation.						Revenue from Operation other than Transportation.		Summary of Revenues	
			Freight Revenue	Revenue per Ton per Mile.	Switching Revenue, Special Service Train Revenue and Miscellaneous.	Freight Earnings per Train Mile.	Proportion to Total Earnings. 100× Col. 9+B. / Col. 16.	Total Revenue from Transportation.	Station and Train Privileges, Storage and Car Service.	Telegraph, Rents and other Sources.	Total Operating Revenues. Cols. 13 + 14 + 15.	Total Earnings per Train Mile.
			$ cts.	Cents.	$ cts.	$	p.c.	$ cts.	$ cts.	$ cts.	$ cts.	$
43	Montreal and Province Line		54,168 57	2·467	42 85	1·31005	38·86	114,594 31	195 77	1,555 74	116,345 82	1·17739
44	Montreal and Vermont Junction		59,936 83	·607	131 39	1·24926	47·95	125,230 55	26 55	4 00	125,261 10	1·12080
45	Morrissey, Fernie and Michel		84,035 73	2·360	14,257 56	3·17957	90·76	107,663 04		631 81	108,294 85	3·50310
46	Moncton and Buctouche		16,317 04	3·740		·78758	62·35	26,101 77		67 29	26,169 06	1·26310
47	Napierville Junction		66,266 50	·799		2·81589	91·59	72,033 80	307 00	7 00	72,347 80	3·06701
48	Nelson and Fort Sheppard		42,455 61	4·119	23 00	2·25410	53·09	76,034 42	456 50	3,511 75	80,002 67	1·41400
49	New Brunswick Coal and Ry. Co.		40,747 77	1·347		·58529	61·29	53,964 57		12,512 14	66,476 71	·95485
50	New Brunswick and P. E. Island		21,708 77	3·517		·49470	66·17	32,708 25		95 93	32,804 18	·69508
51	New Westminster Southern		29,739 12	5·435	66 50	1·49404	67·69	43,862 95	164 65		44,027 60	2·20701
52	North Shore Railway Co.		3,193 30	5·000		·65868	93·04	3,431 80			3,431 80	·70788
53	Nova Scotia Steel and Coal Co.		3,871 47	5·100		·24503	63·74	6,074 73			6,074 73	·38447
54	Ottawa and New York		81,429 40	1·314	141 43	1·81615	52·06	154,567 17	605 26	1,504 63	156,677 06	1·28201
55	Père Marquette		2,259,285 75	·516	26,955 94	2·25868	93·05	2,447,279 10	3,266 47	6,337 37	2,456,882 94	1·89130
56	Phillipsburg Ry. & Quarry Co.		5,677 60				100·00	5,677 60			5,677 60	
57	Princeton Br. of Washington Co.		19,762 37	2·123	15 00	2·45343	71·58	27,616,82			27,616 82	2·31588
58	Quebec Central		788,439 98	1·378		2·66734	65·47	1,195,661 32	2,280 89	6,230 62	1,204,172 83	1·78873
59	Quebec & Lake St. John		384,691 55	1·323	2,287 28	1·44683	61·36	620,622 25	3,714 53	6,274 52	630,611 30	1·43691
60	Quebec Ry. Light & Power Co.		53,843 91	3·070	2,678 39	2·35127	82·03	66,443 88	785 62	1,674 10	68,903 60	2·19781
61	Quebec, Montreal and Southern		184,061 67	1·389	1,548 57	1·17804	58·47	316,858 69	547 48	Cr. 9 00	317,397 17	1·22667
62	Quebec Oriental		47,922 52	2·505		·66080	55·76	85,956 94			85,956 94	·96940
63	Red Mountain		8,483 75	6·579	2,345 50	·83039	72·90	14,453 35	79 45	321 09	14,853 89	1·13901

64	Rutland and Noyan	5,762 56	·790		2·78654	37·18	15,498 34			15,498 34	2·16185
65	Salisbury and Albert	16,778 71	1·541		·43836	59·27	27,858 50		447 09	28,305 59	·73951
66	Schomberg and Aurora	6,200 23	5·341		·27586	53·38	11,573 31		40 11	11,613 42	·51670
67	Stanstead, Shefford and Chambly	49,460 16	2·325	127 99	1·03600	55·34	89,319 25	211 26	73 00	89,603 51	·95318
68	St. Clair Tunnel			293,014 00		100·00	293,014 00			293,014 00	
69	St. Lawrence and Adirondack	323,626 53	1·068	1,394 07	2·61472	57·44	559,685 54	6,033 79	40 24	565,759 57	1·90318
70	St. Martins	9,429 14	5·022		·54630	62·05	14,977 08	46 05	171 67	15,194 80	·88034
71	Sydney and Louisburg	409,369 43	·796	9,514 73	1·84450	91·91	454,465 23	1,207 55	37 50	455,710 28	1·73347
72	Temiscouata	140,907 46	2·226	283 00	1·73116	66·87	206,263 56	536 55	4,313 45	211,113 56	1·35806
73	Temiskaming & Northern Ontario	797,196 14	1·483	6,134 88	2·51731	53·95	1,427,893 69	9,780 89	52,577 41	1,490,251 99	2·13845
74	Thousand Islands	22,221 78	10·734		·72601	59·76	34,050 23		3,131 34	37,181 57	1·21477
75	Toronto, Hamilton and Buffalo	812,136 62	1·101	47,940 00	4·72115	71·31	1,194,074 93	5,279 62	6,735 99	1,206,090 54	2·60512
76	Vancouver, Victoria and Eastern	439,570 63	1·845	3,378 15	2·69737	64·71	679,861 64	8,436 07	2,322 32	690,620 03	2·26907
77	Victoria Terminal Ry. & Ferry Co	2,288 98	7·635		1·93817	47·80	4,717 76	70 27	0 35	4,788 38	2·38346
78	Victoria and Sidney, B. C	28,910 28	5·930	210 00	1·63102	53·60	54,178 18	135 98	7 15	54,321 31	1·77794
79	Wabash (in Canada)	1,696,182 77	·520	5,434 54	1·79590	70·84	2,399,314 60	2,516 01	179 54	2,402,010 15	1·42895
80	York and Carleton	3,379 00	4·013		·39590	57·81	5,845 10			5,845 10	·68484
	Final total	124,743,015 31		1,827,518 21			184,888,531 97	826,251 92	3,018,709 92	188,733,493 81	

TABLE 8.—SUMMARY of Operating Expenses

Number.	Name of Railway.	2	3	3	5	6
		MAINTENANCE OF WAY				
		Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.
		$ cts.	$cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co...	3,000 00	.....	19,319 16	614 04	.....
2	Algoma Central & Hudson Bay.....	4,821 72	315 63	28,360 53	369 16	2,206 21
3	Atlantic, Quebec & Western.....	.....	.....	.....	.....	9 09
4	Algoma Eastern.....	2,115 84	415 40	.....	Cr. 264 80	350 99
5	Bay of Quinte.....	1,899 96	85 36	2,233 91	14 23	43 55
6	Bedlington & Nelson.....	1,288 86	.....	3,427 87	Cr. 1 34	46 21
7	Brandon, Saskatchewan and Hudson Bay.....	3,710 68	202 90	28 14	Cr. 7 98	Cr. 63 11
8	British Yukon.....	63 78	1,166 90	3,288 79	.....	913 66
9	Brockville, Westport and Northwestern.....	600 00	.....	1,892 98	96 00	234 18
10	Canada Southern.....	43,783 18	31,435 89	170,368 43	61,607 47	62,497 11
11	Canadian Gov. Rys. (Intercolonial)	52,382 46	60,511 75	174,840 40	170,241 23	112,450 22
12	" " (P. E. Island)	3,071 97	2,923 66	13,015 32	6,428 62	3,572 66
13	Canadian Northern.....	53,084 70	198 38	769,480 99	16,149 69	73,525 81
14	" " Ontario.....	5,547 14	.....	8,851 62	2,592 51	4,102 26
15	" " Quebec.....	9,710 91	150 00	31,440 13	8,584 27	8,655 48
16	Canadian Pacific.....	538,953 42	155,272 40	1,242,103 74	799,758 73	549,899 70
17	Cape Breton.....	525 85	.....	1,814 00	.....	.....
18	Caraquet.....	720 00	460 00	2,243 00	.....	2,360 00
19	Carillon & Grenville.....	.....	.....	426 30	.....	45 70
20	Central Ontario.....	2,130 00	2,206 68	6,650 00	1,417 58	2,121 67
21	Crowsnest Southern.....	5,552 63	.....	15,760 12	Cr. 199 46	732 34
22	Cumberland Ry. and Coal Co.....	1,186 00	.....	3,352 25	.....	1,548 02
23	Dominion Atlantic.....	2,285 41	236 29	13,005 28	8,957 38	2,613 15
24	Elgin and Havelock.....	.....	.....	758 74	.....	95 78
25	Eastern British Columbia.....	6 25	.....	.....	.....	157 52
26	Grand Trunk.....	113,716 30	62,637 83	686,801 15	770,774 36	217,374 75
27	Grand Trunk (Canada Atlantic)....	12,891 84	4,328 22	52,826 42	6,217 86	24,313 82
28	Halifax and Southwestern.....	4,433 05	529 28	25,212 74	3,690 20	3,170 54
30	Hereford.....	1,494 20	261 18	4,569 32	43 90	739 34
30	Inverness Ry. and Coal Co.....	1,327 99	.....	4,320 00	1,563 48	2,087 03
31	Irondale, Bancroft and Ottawa.....	4 50	.....	1,945 77	.....	91 92
32	Kaslo and Slocan.....	.....	.....	.....	.....	.....
33	Kent Northern.....	650 00	25 00	1,178 00	.....	310 00
34	Kettle Valley.....	139 90	.....	.....	.....	.....
35	Kingston and Pembroke.....	3,524 59	.....	11,103 25	.....	1,820 75
36	Klondike Mines.....	.....	.....	.....	.....	.....
37	Lotbiniere and Megantic.....	.....	120 05	1,942 64	22 97	475 54
38	London and Port Stanley.....	1,083 38	65 19	4,778 76	230 31	1,142 49
39	Manitoba Great Northern.....	4,509 94	.....	233 90	33 07	78 22
40	Maritime Coal Ry. and Power Co..	.....	.....	389 97	.....	.....
41	Massawippi Valley.....	1,218 65	139 50	9,175 62	1,431 68	1,557 94
42	Montreal and Atlantic.....	10,046 05	737 18	24,119 54	26,446 01	17,477 92
43	Montreal and Province Line.....	886 70	86 25	3,048 77	57 75	988 14
44	Montreal and Vermont Junction.....	893 14	.....	2,868 11	138 62	783 78
45	Morrissey, Fernie and Michel.....	.....	.....	2,086 49	1,590 72	.....
46	Moncton and Buctouche.....	4,801 85	.....	1,939 19	36 00	248 26
47	Napierville Junction.....	1,450 82	.....	213 72	31 04	234 33
48	Nelson and Fort Sheppard.....	4,199 66	.....	13,975 65	Cr. 69 93	485 16
49	New Brunswick Coal and Ry. Co..	.....	116 25	2,544 50	.....	247 83
50	New Brunswick and P. E. Island...	100 00	.....	2,076 54	.....	.....
51	New Westminster Southern.....	1,521 30	41 96	1,377 89	Cr. 72 22	327 71
52	North Shore Railway Co.....	.....	.....	.....	.....	.....
53	Nova Scotia Steel and Coal Co.....	.....	.....	764 24	.....	144 23
54	Ottawa and New York.....	1,453 65	2,282 91	5,905 61	143 75	1,178 61

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911.

7	8	9	10	11	12	13	
AND STRUCTURES.							
Roadway and Track.	Snow, Sand Removal of and Ice.	Tunnels.	Bridges, Trestles and Culverts.	Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences, and Snow Sheds.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
38,610 29	5,209 47		1,223 83		2,813 70		1
42,078 08	5,384 85		9,268 94		415 86		2
7,210 22	3,270 91	694 40	26 45		71 82		3
6,218 45	1,564 47		631 29		5 74		4
18,399 83	1,536 08		79 53		780 03	6 60	5
2,814 02	45 45		382 62		3 62		6
13,731 81	15,423 25		377 79		158 99	267 57	7
19,257 97	10,733 56		2,486 88		10 73	238 66	8
2,455 14	1,248 49		1,088 75		2,688 08	91 85	9
338,734 06	5,664 36	1,704 05	101,315 30	2,360 08	30,286 14	99 05	10
609,328 96	122,385 89		42,836 97	1,498 98	35,020 67	8,196 62	11
62,981 80	4,130 56		2,520 58		5,380 23	519 63	12
963,022 42	112,556 92		127,789 33	140 25	22,235 13		13
70,591 07	7,369 69		6,075 62		602 01		14
91,563 61	28,468 24		33,054 50		6,684 44	987 07	15
6,914,449 28	953,671 02	24,240 29	1,168,065 61	7,795 41	351,890 41	89,371 42	16
3,206 77	549 10		185 56		25 15		17
9,173 57			500 00		266 85		18
335 00			240 00		210 00		19
25,612 78	2,815 23		1,532 83	550 00	4,350 31		20
42,530 20	8,969 23	124 97	5,462 00		127 91		21
8,030 51	191 90		250 26		121 56		22
47,068 36	5,533 82		15,753 66	1,559 70	5,871 48	741 17	23
2,953 98			362 82		28 30		24
5,967 93	1,531 55		12 63				25
1,346,603 28	179,209 21		410,516 50	53,806 89	119,630 97	8,345 13	26
156,966 03	28,719 47		Cr. 20,419 46	Cr. 319 73	8,652 20	3,109 93	27
62,389 84	917 35		2,330 02	7 14	2,169 11	19 40	28
15,199 60	3,015 78		2,110 88	268 99	409 04		29
13,696 98	2,403 69		596 93		1,326 54	18 10	30
6,981 77	616 75		737 50		274 17		31
1,185 90	64 75		78 75				32
3,000 00			25 00		25 00	25 00	33
3,474 36							34
27,951 25	2,432 23		4,924 37		1,021 57	37 05	35
10,276 79	1,106 40		2,103 67			107 33	36
5,938 18	149 74		556 06		36 74	29 11	37
8,313 23	1,045 87		725 32		430 01		38
17,498 66	1,789 33		118 13		135 88	26 42	39
7,594 80	50 16		3 73		103 43		40
17,552 08	2,239 63		3,948 88	4 80	690 40		41
104,197 21	21,125 61		43,534 88	4,725 55	12,518 18	975 67	42
11,081 51	4,337 37		1,245 13		529 99		43
5,953 10	1,627 65		816 29		302 08	21 85	44
6,359 07	5,770 63		1,125 35				45
							46
2,981 44	647 49		64	1 86	208 21	19 57	47
26,979 59	2,395 49		25,785 52	3 50	86 68		48
15,943 83			1,601 64		20 00		49
4,280 71			1,845 60		1,189 90		50
4,835 45	11 33		553 19		397 91		51
890 26							52
2,658 19							53
15,162 49	2,708 53		2,859 48		2,795 57	349 16	54

TABLE 8.—SUMMARY of Operating Expenses

Number.	Name of Railway.	1	2	3	3	5	6
			MAINTENANCE OF WAY				
			Superintendence.	Ballast.	Ties.	Rails.	Other Track Material.
			$ cts.	$cts.	$ cts.	$ cts.	$ cts.
55	Pere Marquette		10,159 78	4,240 50	19,381 18	2,129 78	4,150 87
56	Phillipsburg Ry. and Quarry Co.		.....	.....	.....	.....	.....
57	Princeton Branch of Washington Co.		125 21	29 80	275 17	.....	191 79
58	Quebec Central		4,413 50	4,500 00	16,500 00	27,000 00	4,706 20
59	Quebec and Lake St. John		5,272 58	.....	29,831 86	1,706 95	4,658 80
60	Quebec Ry. Light and Power Co.		155 37	10 53	843 46	.....	151 08
61	Quebec, Montreal and Southern		6,898 48	65 45	2,583 54	.....	3,099 38
62	Quebec Oriental		972 85	.....	1,539 09	.....	326 01
63	Red Mountain		970 81	.....	413 01	Cr. 11 14	113 33
64	Rutland and Noyan		112 79	.....	110 00	4 00	30 00
65	Salisbury and Albert		747 70	119 45	2,211 60	28 40	298 91
66	Schomberg and Aurora		.....	.....	.....	.....	.....
67	Stanstead, Shefford and Chambly		707 77	4,522 10	4,343 02	643 78	688 30
68	St. Clair Tunnel		295 54	.....	.....	.....	.....
69	St. Lawrence and Adirondack		1,975 23	1,226 31	8,080 65	694 71	3,033 63
70	St. Martins		.....	.....	900 11	.....	188 62
71	Sydney and Louisburg		1,990 57	.....	6,853 75	1,617 63	7,484 27
72	Temiscouata		1,920 00	.....	9,211 92	302 58	1,016 14
73	Temiskaming and Northern Ontario		16,209 10	18,582 80	38,701 67	18,203 08	5,335 15
74	Thousand Islands		.....	234 09	317 24	.....	182 28
75	Toronto, Hamilton and Buffalo		7,862 04	7,124 51	22,268 09	18,391 03	11,010 83
76	Vancouver, Victoria and Eastern		16,866 64	5 54	18,218 88	Cr. 212 87	1,848 09
77	Victoria Terminal Ry. and Ferry Co		26 70	.....	83 84	.....	3 67
78	Victoria and Sidney, B.C.		357 91	.....	1,517 41	.....	51 71
79	Wabash (in Canada)		698 60	.....	9 31	.....	Cr. 218 67
80	York and Carleton		.....	.....	.....	.....	.....
	Final Total		985,527 44	367,613 12	3,565,954 29	1,959,164 83	1,151,744 90

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

7	8	9	10	11	12	13	
AND STRUCTURES—*Continued*							
Roadway and Track.	Snow, Sand Removal of and Ice.	Tunnels.	Bridges, Trestles and Culverts.	Over and under Grade Crossings.	Grade Crossings, Fences, Cattle Guards and Signs.	Snow and Sand Fences, and Snow Sheds.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
53,315 84	3,388 02		9,509 24	203 75	6,843 08	737 36	55
							56
1,268 27			2 41		12 41		57
82,129 44	2,239 75		2,185 55		1,276 29	296 23	58
45,701 76	23,439 52		4,181 82		1,813 92	342 70	59
2,519 18	1,009 36		412 49	Cr. 52 23	402 89	4 59	60
30,736 87	8,888 00		10,820 62	421 95	1,568 22	80 82	61
17,961 34	3,525 60		3,258 98		119 23	123 73	62
5,391 20	885 23		12,775 25		27 42		63
695 50	116 08		6 00		31 30	23 50	64
6,186 68			3,658 20		92 81		65
3,934 77	1,183 19						66
11,150 19	4,220 72		2,266 66		423 20		67
25,953 45							68
18,067 11	3,208 42		6,575 08	11 77	3,459 45	15 64	69
			476 24				70
32,922 58	2,454 31		979 53		3,440 51		71
27,010 71	1,124 74		4,719 87		797 13	243 73	72
168,595 33	21,053 16		20,439 91	391 38	3,422 00	78 42	73
2,463 44	208 60		22 75		74 65		74
55,317 63	648 19		4,749 25	5,254 74	2,388 78	1,838 19	75
116,140 17	2,803 21	487 72	37,155 70	2,926 89	2,073 16	90 84	76
266 65			13 65		8 64		77
3,982 35			185 61		304 00		78
86 05							79
1,435 00	12 00						80
11,965 503 22	1,641,046 60	27,251 43	2,133,642 56	81,561	67651,581 83	117,479 11	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	14	15	16	17	18	19	20	24	25
			MAINTENANCE OF WAY AND STRUCTURES—*Continued.*							
			Signals and interlocking plants.	Telegraph and telephone lines.	Electric power transmission.	Buildings, fixtures and grounds.	Docks and wharves.	Roadway tools and supplies.	Injuries to persons.	Stationery and printing.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co.			2,318 60		6,323 66				116 85
2	Algoma Central & Hudson Bay			3,757 12		2,834 35		3,013 78	5 00	292 65
3	Atlantic, Quebec & Western			72 45		158 65		119 20		
4	Algoma Eastern			280 85		354 81		180 91	1 00	57 65
5	Bay of Quinte		390 64	35 87		2,979 11	470 85	260 26		
6	Bedlington & Nelson		37 73	19 06		221 56		51 48	9 85	36 35
7	Brandon, Saskatchewan & Hudson Bay			256 83		1,875 88		251 61	64 54	108 99
8	British Yukon			484 99		4,506 79	104 86	679 76	0 64	12 78
9	Brockville, Westport & North Western					630 28		64 91		
10	Canada Southern		52,422 15	8,720 51	2,839 63	100,224 98	3,800 10	33,291 54	667 01	2,093 42
11	Canadian Government Rys. (Intercol.)		6,588 63	883 73		294,326 41	19,451 87	22,636 76	402 44	4,053 59
12	" " (P.E.Island)		52 46	107 76		8,231 97	2,842 67	2,817 35		225 90
13	Canadian Northern		4,205 67	49,780 94		141,961 65	728 64	18,361 00	3,444 22	2,739 19
14	Canadian Northern, Ontario		463 92	3,049 45		3,436 03	18 25	1,814 53	66 06	155 52
15	Canadian Northern, Quebec		4,246 27	267 46		12,425 61		4,052 85	38 05	297 61
16	Canadian Pacific		54,616 04	393,701 30		1,821,409 61	119,633 73	190,260 90	66,785 31	40,133 89
17	Cape Breton			28 97				48 32		
18	Caraquet			819 05				200 00		77 18
19	Carillon & Grenville					50 00	100 00	54 00		
20	Central Ontario			450 89		1,705 95		206 81		11 82
21	Crow's Nest Southern		96 42	279 45		701 54		965 18	310 02	112 64
22	Cumberland Railway and Coal Co.									
23	Dominion Atlantic		186 18	89 51		4,568 26	906 97	2,084 13		18 28
24	Elgin & Havelock					76 67		26 75		
25	Eastern British Columbia			2 06		106 09		55 73		
26	Grand Trunk		36,868 09	14,933 77	Cr. 4 71	494,897 59	18,988 98	28,412 30	5,323 69	6,705 57
27	Grand Trunk (Canada Atlantic)		663 99	7,471 16		38,775 47	554 49	5,355 63	2,199 26	468 68
28	Halifax & South Western		68 99	772 05		4,905 07	Cr. 6 22	1,061 44		59 49
29	Hereford		4 60			600 82		239 65	32 99	2 41

30	Inverness Railway & Coal Co.		165 18		1,980 91		226 76			75 03
31	Irondale, Bancroft & Ottawa		42 95		34 60		58 48			1 00
32	Kaslo & Slocan				39 50		6 48			
33	Kent Northern		15 00		25 00		15 00			50 00
34	Kettle Valley				44 25		63 50			
35	Kingston & Pembroke				3,055 15		724 19		100 75	116 51
36	Klondike Mines		86 85		49 85		296 11			45 90
37	Lotbiniere & Megantic		9 06		149 47	69 85	352 35			
38	London & Port Stanley	48 38	17 51		1,666 90	Cr. 746 57	60 14		25 00	23 76
39	Manitoba Great Northern	327 29	175 59		802 50		255 22		38 12	133 21
40	Maritime Coal, Railway & Power Co.		82 86		308 66		88 87			
41	Massawippi Valley	9 80	2 78		2,761 52	37 21	381 01			13 34
42	Montreal & Atlantic	1,683 18	6,947 78		15,130 62		2,653 23		91 37	624 28
43	Montreal & Province Line	8 70	114 18		586 59		154 56		20 00	13 23
44	Montreal & Vermont Junction		156 72		408 92		52 73			33 06
45	Morrissey, Fernie & Michel				847 64					
46	Moncton & Buctouche				388 41		65 78			
47	Napierville Junction	37 19	24 76		152 24		141 18			6 27
48	Nelson & Fort Sheppard	65 22	437 52		866 91		634 67		36 79	84 76
49	New Brunswick Coal & Railway Co.		319 52		2,937 06		1,296 41			
50	New Brunswick & P. E. Island				406 32	6 00				30 00
51	New Westminster Southern	25 52	16 33		118 09		186 63		25 91	34 67
52	North Shore Railway Co.									
53	Nova Scotia Steel & Coal Co.									
54	Ottawa & New York	1,312 38	83 06		5,766 95		585 74		35 00	12 80
55	Pere Marquette	1,299 06	149 34		8,172 38	Cr. 624 49	684 67		9 00	257 38
56	Phillipsburg Railway & Quarry Co.									
57	Princeton Branch of Washington Co.									1 11
58	Quebec Central				8,777 88		2,419 30		144 10	212 84
59	Quebec & Lake St. John	328 15	83 05		9,329 38		2,267 47			55 08
60	Quebec Railway, Light & Power Co.	63 98	43 85	527 92	642 34		114 24		7 40	23 55
61	Quebec, Montreal & Southern	951 14	774 39		7,425 46		871 82			153 74
62	Quebec Oriental		520 54		1,941 36	125 40	253 84			
63	Red Mountain	13 35	128 86		73 27		347 53		3 94	13 79
64	Rutland & Noyan	19 47					34 78			3 31
65	Salisbury & Albert				94 93		151 12			
66	Schomberg & Aurora				12 51		5 40			
67	Stanstead, Shefford & Chambly		127 11		1,003 96		166 24			13 23
68	St. Clair Tunnel				8,240 80					
69	St. Lawrence & Adirondack	283 91	2 85		3,049 16		376 37		6 14	20 03
70	St. Martins		43 00							
71	Sydney & Louisburg				8,196 76		269 01			
72	Temiscouata				1,373 29		346 39			6 13
73	Temiskaming & Northern Ontario	2 76	4,341 84	497 50	30,489 12		4,950 79		691 30	516 45
74	Thousand Islands				589 45		70 80			
75	Toronto, Hamilton & Buffalo	3,513 18	195 52		7,701 26		1,667 38		896 23	116 45
76	Vancouver, Victoria & Eastern	4,020 81	1,090 89		6,083 41	1,284 41	3,704 39		971 48	339 13
77	Victoria Terminal Railway & Ferry Co.		0 68		17 23	171 71	5 19			
78	Victoria & Sidney, B.C.		9 12		91 26	2,468 9	81 5			

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	14	15	16	17	18	19	20	24	25
			MAINTENANCE OF WAY AND STRUCTURES—*Continued.*							
			Signals and interlocking plants.	Telegraph and telephone lines.	Electric power transmission.	Buildings, fixtures and grounds.	Docks and wharves.	Roadway tools and supplies	Injuries to persons.	Stationery and printing.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
79	Wabash (in Canada)					245 38			4 44	28 78
80	York & Carleton									
	Final total		174,926 25	504,792 52	3,860 34	3,090,367 46	170,387 62	343,654 12	82,457 05	60,839 28

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	27	28	30	31	33	34	35	36	38	39
			MAINTENANCE OF WAY AND STRUCTURES—*Concluded.*				MAINTENANCE OF EQUIPMENT.				
			Other Expenses.	Maintaining Joint Tracks, Yards and other Facilities. DR.	Maintaining Joint Tracks, Yards and other Facilities. CR.	Total—Maintenance of Way and Structures	Superintendence.	Steam Locomotives Repairs.	Steam Locomotives Renewals.	Electric Locomotives Repairs.	Electric Locomotives Renewals.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. & Irrigation Co.		890 60	552 92		80,993 12	1,262 15	12,286 80			
2	Algoma Central & Hudson Bay		9,745 59			112,869 47	4,620 47	15,868 60			
3	Atlantic, Quebec & Western					11,633 19		1,118 00			
4	Algoma Eastern		13 84			11,926 44	1,383 98	6,879 32			
5	Bay of Quinte		31 71			29,247 52		14,893 27			
6	Bedlington & Nelson		4 37			8,387 71	18 04	108 02			
7	Brandon, Sask. & Hudson Bay		6 66			36,394 55	542 50	5,933 93			
8	British Yukon					43,950 75	1,623 54	6,054 87			
9	Brockville, Westport & No.th Western					11,090 66	600 00	1,507 03			
10	Canada Southern			64,589 61	90,086 25	1,028,417 82	35,130 79	441,860 80	66,000 00	3,063 88	840 00
11	Canadian Govt Rys.—Intercolonial		948 45	28,227 69	8,363 18	1,758,850 54	56,125 47	671,364 28	222,222 20		
12	" " P. E. Island		192 00			119,015 14	6,807 50	31,184 66			
13	Canadian Northern		1,224 85	2,894 73	1,568 28	2,361,956 23	39,538 91	1,110,356 32	1 50		
14	" " Ontario		246 11			114,981 79	4,734 85	34,097 97			
15	" " Quebec		111 40	185 12	186 01	240,737 01	2,353 82	66,704 09			
16	Canadian Pacific		2,420 99	142,939 37	66,286 28	15,561,086 29	300,885 95	4,673,377 69	330,167 23		
7	Cape Breton					6,383 72		1,191 86			
18	Caraquet					16,819 65	600 00	4,435 89			
19	Carillon & Grenville		300 00			1,761 00	480 00	201 00			
20	Central Ontario		41 00	420 00		52,223 55	1,140 00	7,907 73			
21	Crow's Nest Southern		51 56	107 25		81,684 00	783 27	10,178 85			
22	Cumberland Ry. & Coal Co		28 45			14,708 95	900 33	1,266 91			
23	Dominion Atlantic		109 00			111,588 03	3,251 84	13,575 83	12,000 00		
24	Elgin & Havelock		18 80			4,321 84		6 42	517 05		
25	Eastern British Columbia					7,839 76	30 35	979 20			
26	Grand Trunk			70,117 08	430,111 50	4,215,547 23	72,497 20	2,465,250 16			
27	" (Canada Atlantic)		11 75	16,761 66	983 51	38,565 18	9,084 50	178,830 84			

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	27	28	30	31	33	34	35	36	38	39
		MAINTENANCE OF WAY AND STRUCTURES—*Concluded.*					MAINTENANCE OF EQUIPMENT.				
		Other Expenses.	Maintaining Joint Tracks, Yards and other Facilities. DR.	Maintaining Joint Tracks, Yards and other Facilities. CR.	Total—Maintenance of Way and Structures	Superintendence.	Steam Locomotives—Repairs.	Steam Locomotives—Renewals.	Electric Locomotives—Repairs.	Electric Locomotives—Renewals.
		$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
28	Halifax & Southwestern		2,255 04		113,984 53	2,640 96	22,769 14			
29	Hereford				28,992 70	526 77	6,377 78	Cr. 10 07		
30	Inverness Ry. & Coal Co.	19 15			29,807 77	1,843 82	13,525 23			
31	Irondale, Bancroft & Ottawa	28 18			10,817 59		640 51			
32	Kaslo & Slocan				1,375 38		591 23			
33	Kent Northern	25 00			5,368 00		1,000 00			
34	Kettle Valley				3,722 01					
35	Kingston & Pembroke	796 89			57,608 55	57 00	9,316 55			
36	Klondike Mines				14,072 90		1,014 77			
37	Lotbiniere & Megantic	144 42			9,996 18		2,050 24			
38	London & Port Stanley		9 94	3,626 53	15,293 09	454 04	11,563 13	85 06		
39	Manitoba Great Northern	8 16	354 13		26,517 77	326 28	365 59			
40	Maritime Coal, Ry. & Power Co.				8,622 48		6,881 50	660 54		
41	Massawippi Valley	33	796 49	360 00	41,601 66	492 21	5,918 25			
42	Montreal & Atlantic	5 00	677 53	1 65	293,715 14	3,713 13	54,141 98	23,902 15		
43	Montreal & Province Line		83		23,159 70	688 36	231 41	2,219 06		
44	Montreal & Vermont Junction				14,056 05	528 05	Cr. 5 00	2,219 45		
45	Morrissey, Fernie & Michel		333 45		16,988 00		8,050 72	2,700 00		
46	Moncton & Buctouche				8,604 84		1,194 09			
47	Napierville Junction				6,150 76	245 00	1,629 58			
48	Nelson & Fort Sheppard	110 88	3,295 50		79,373 57	576 59	4,244 83	07		
49	New Brunswick Coal & Ry. Co.				25,025 04		7,943 68			
50	New Brunswick & P. E. Island				9,935 07	100 00	1,940 21			
51	New Westminster Southern	33 90			9,436 57	135 15	2,015 21			
52	North Shore Railway Co.				890 26					
53	Nova Scotia Steel & Coal Co.				3,566 66		243 00			

54	Ottawa & New York		718 18		43,353 87	2,550 58	10,683 46	Cr. 40 00			
55	Pere Marquette		158,717 84	38 26	282,686 32	4,924 41	123,685 49	905 63			
56	Phillipsburg Ry. & Quarry Co										
57	Princeton Branch of Washington Co				1,906 17	67 84	930 25				
58	Quebec Central	261 58			157,062 66	8,161 15	32,711 00	15,000 00			
59	Quebec & Lake St. John			337 23	128,675 81	1,782 85	62,590 08				
60	Quebec Railway, Light & Power Co	Cr. 9 23	423 61		7,294 38	382 49	2,615 24				
61	Quebec, Montreal & Southern		311 51	7,734 33	67,917 06	5,492 01	16,460 01	4,345 20			
62	Quebec Oriental	34 33			30,702 30	492 45	5,113 99				
63	Red Mountain	73			24,846 58	201 61	1,563 38				
64	Rutland & Noyan				1,186 73	104 23	586 99				
65	Salisbury & Albert	17 40			13,607 20		2,684 98				
66	Schomberg & Aurora				5,135 87		684 14				
67	Stanstead, Shefford & Chambly		32 34		30,308 62	634 36	130 89				
68	St. Clair Tunnel	21 85			34,511 64	961 79	7,164 34	1,294 13			
69	St. Lawrence & Adirondack		24,536 42		74,622 88	2,540 62	9,256 65	4,140 34			
70	St. Martins	2,166 39			3,774 36		1,182 85				
71	Sydney & Louisburg	609 24			66,818 16	491 70	44,941 44				
72	Temiscouata				48,072 63	2,475 50	9,124 84				
73	Temiskaming & Northern Ontario				352 501 76	10,096 52	69,351 83				
74	Thousand Islands				4,163 30		2,322 85				
75	Toronto, Hamilton & Buffalo	20 00	103 36	10,236 52	140,830 14	4,822 46	47,498 16				
76	Vancouver, Victoria & Eastern	335 32			216,233 81	3,101 65	39,432 85				
77	Victoria Terminal & Ferry Co				597 96	13 48	138 55				
78	Victoria & Sidney B. C				9,049 85	180 88	2,033 69				
79	Wabash (in Canada)		249,714 02	4,445 16	246,122 75	8,727 83	209 243 92				
80	York & Carleton				1,447 00		12 00				
	Final total	21,026 65	769,075 62	624,364 69	29,245,093 22	614,929 23	10,643,270 84	688,329 54	3,063 88	840 00	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	41	42	43	45	46	48	49	51	52
		MAINTENANCE OF EQUIPMENT—*Continued.*								
		Passenger Train Cars—Repairs.	Passenger Train Cars—Renewals.	Freight Train Cars—Repairs.	Freight Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.	Floating Equipment—Renewals.
		$ cts	$ cts.	$ cts.	$ cts	$ cts	$ cts	$ cts	$ cts.
1	Alberta Railway and Irrigation Co.	2,329 85		5,429 80		927 09			
2	Algoma Central and Hudson Bay	22,716 54		14,966 15		6,237 68			
3	Atlantic, Quebec and Western	222 76		72 80					
4	Algoma Eastern	67 58		4,691 48		70 76			
5	Bay of Quinté	3,946 44		4,759 14					
6	Bedlington and Nelson					308 68	1 57		
7	Brandon, Saskatchewan and Hudson Bay	1,648 95		1,674 97		710 48			
8	British Yukon	1,064 38		3,489 00		1,683 58			
9	Brockville, Westport and North Western	729 43		364 08		2 41			
10	Canada Southern	64,078 54	13,300 00	438,490 75	22,667 76	10,390 42	6,289 00	2,199 23	
11	Canadian Govt. Railways (Intercolonial)	296,192 63	111,111 00	599,851 17	166,666 80	27,358 23	Cr. 1,464 37	7,945 11	
12	Canadian Govt. Railways (P.E. Island)	18,034 79	3,089 22	11,579 99	1,097 26	2,501 12			
13	Canadian Northern	261,949 81		525,960 73		40,926 98			
14	Canadian Northern, Ontario	19,307 48		24,151 95		3,573 34			
15	Canadian Northern, Quebec	20,362 56		25,592 39		2,009 04			
16	Canadian Pacific	1,685,961 62	145,580 73	2,886,613 54	801,159 14	618,324 17	121,112 29	20,139 76	
17	Cape Breton	451 49		37 49					
18	Caraquet	1,200 00		675 50					
19	Carillon and Grenville	131 00							
20	Central Ontario	2,035 72		6,017 73					
21	Crow's Nest Southern	1,115 45		11,927 38		1,079 12			
22	Cumberland Railway and Coal Co.	176 53		2,012 27					
23	Dominion Atlantic	14,558 47		13,706 16		51 91			
24	Elgin and Havelock	119 35		24 05					
25	Eastern British Columbia	48 07		1,463 88		1 35			
26	Grand Trunk	567,823 53		2,209,286 07		69,917 15		90,990 80	
27	Grand Trunk (Canada Atlantic)	15,192 30		75,542 86		3,882 95			
28	Halifax and South Western	8,854 03		8,468 34		380 46			
29	Hereford	2,306 01	Cr. 11 57	4,254 81	0 14	269 67	26 22		

30	Inverness Railway and Coal Co.	1,286 39		8,335 99		121 62					
31	Irondale, Bancroft and Ottawa	68 05		190 26		87 43					
32	Kaslo and Slocan	79 21		579 76		64 74					
33	Kent Northern										
34	Kettle Valley										
35	Kingston and Pembroke	3,572 05		3,424 74		4 78					
36	Klondike Mines	108 52		863 02							
37	Lotbibière and Megantic	198 13		294 33							
38	London and Port Stanley	3,415 72	42 59	4,161 01	94 23	22 62	3 01				
39	Manitoba Great Northern	1,080 48		1,365 12		872 99					
40	Maritime Coal, Railway and Power Co.	360 97		211 19							
41	Massawippi Valley	4,846 16		10,683 52		221 01					
42	Montreal and Atlantic	1,256 15		10,165 32	13,454 74	31 31	813 89				
43	Montreal and Province Line	51 01	667 58	166 78	1,151 44	19 88	427 04				
44	Montreal and Vermont Junction	8 81	1,112 66	48 95	6,698 77		162 09				
45	Morrissey, Fernie and Michel			3,120 28							
46	Moncton and Buctouche	266 67		831 00							
47	Napierville Junction	255 81		765 20		76 47					
48	Nelson and Fort Sheppard	1,125 76		596 17		747 66					
49	New Brunswick Coal and Railway Co.	1,250 07	3,000 00	2,596 23							
50	New Brunswick and P. E. Island	99 16		1,333 79	1,098 34						
51	New Westminster Southern	560 87		79 59		244 31					
52	North Shore Railway Co.										
53	Nova Scotia Steel and Coal Co.	70 50		180 60							
54	Ottawa and New York	2,551 34		3,162 79		141 93					
55	Pere Marquette	12,982 36	161 86	245,547 42	5,587 57	342 31	45 53	3,686 85			
56	Phillipsburg Railway and Quarry Co.										
57	Princeton Branch of Washington Co.	265 22		952 14		238 13					
58	Quebec Central	11,889 68	9,000 00	30,062 48		2,617 85					
59	Quebec and Lake St. John	18,573 70	711 14	18,871 26		2,848 87					
60	Quebec Railway, Light and Power Co.	1,362 52	2 54	2,312 25	0 25	39 47					
61	Quebec, Montreal and Southern	10,905 43		24,536 56	887 88	896 07					
62	Quebec Oriental	2,620 69		457 44							
63	Red Mountain					92 51					
64	Rutland and Noyan	588 51		500 94	189 19						
65	Salisbury and Albert	291 45		971 16		74 90					
66	Schomberg and Aurora	342 37									
67	Stanstead, Shefford and Chambly	164 31		982 37		86 65					
68	St. Clair Tunnel										
69	St. Lawrence and Adirondack	568 95		16,318 08		19 60	535 20				
70	St. Martins	125 82		98 57							
71	Sydney and Louisburg	2,868 15		46,336 66		1,923 47					
72	Temiscouata	3,424 28		8,510 50		73 50					
73	Temiskaming and Northern Ontario	28,961 63	Cr. 3,490 24		19,560 04	17,879 43	Cr. 2,424 27				
74	Thousand Islands	407 31		1 65			170 42				
75	Toronto, Hamilton and Buffalo	7 606,26	862 06	22,138 18		929 09					
76	Vancouver, Victoria and Eastern	7,937 01		8,042 00		2,779 86		933 13		2,094 84	
77	Victoria Terminal Railway and Ferry Co.	18 59		42 06							
78	Victoria and Sydney, B.C.	263 42		620 34							

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	41	42	43	45	46	48	49	51	52
			MAINTENANCE OF EQUIPMENT—*Continued.*							
			Passenger Train Cars—Repairs.	Passenger Train Cars—Renewals.	Freight Train Cars—Repairs.	Freight Train Cars—Renewals.	Work Equipment—Repairs.	Work Equipment—Renewals.	Floating Equipment—Repairs.	Floating Equipment—Renewals.
			$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
79	Wabash (in Canada)		29,014 21		136,955 09	904 33				
80	York and Carleton				10 00					
	Final total		3,176,119 01	285,139 57	7,498,527 27	1,044,217 85	824,105 05	125,697 62	125,895 18	2,094 84

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	54	55	56	57	58	60	62	64	67
		MAINTENANCE OF EQUIPMENT—*Continued.*								
		Shop Machinery and Tools.	Power Plant Equipment	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals—Dr.	Maintaining Joint Equipment at Terminals—Cr.	Total Maintenance of Equipment—
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co	703 37			35 85	2,450 54			25,425 45
2	Algoma Central & Hudson Bay	968 06			187 32	196 80			65,761 62
3	Atlantic, Quebec & Western								1,413 56
4	Algoma Eastern	168 99		254 00	57 64	80			13,574 55
5	Bay of Quinte					85 46			23,684 31
6	Bedlington & Nelson								436 31
7	Brandon, Saskatchewan & Hudson Bay	353 65		64 21	28 39	11 10			10,968 18
8	British Yukon	530 51		64	6 94				14,453 46
9	Brockville, Westport & Northwestern	34 22				12 50			3,249 67
10	Canada Southern	9,379 05	2,082 98	354 13	2,648 93	5 90	1,878 06		1,120,660 22
	Canadian Government Railways—								
11	Intercolonial	48,881 55		1,952 36	10,333 90	42,309 36	3,921 00		2,264,770 99
12	P. E. Island	3,763 08			374 97	6,563 32			84,995 91
13	Canadian Northern	95,510 35		4,795 37	5,411 28	8,022 79	1,474 58	1,710 87	2,092,237 75
14	Canadian Northern Ontario	2,353 03		2 00	488 26				88,708 88
15	Canadian Northern Quebec	2,684 13		27 28	298 84	1 10			120,033 25
16	Canadian Pacific	402,985 44		18,290 70	40,250 51	1,135 94	7,786 07	510 67	12,056,260 11
17	Cape Breton								1,680 84
18	Caraquet					150 00			7,061 39
19	Carillon and Grenville	46 00				267 00			1,125 00
20	Central Ontario	449 50			21 05				17,571 73
21	Crow's Nest Southern	473 08		614 40	43 71	20 06			26,235 32
22	Cumberland Railway & Coal Co					12 89			4,368 93
23	Dominion Atlantic	848 54			64 35	600 01			58,657 11
24	Elgin & Havelock					31 08			760 95
25	Eastern British Columbia								2,522 85
26	Grand Trunk	241,648 56		6,661 05	12,633 83	908 96	335 52	136,728 05	5,601,224 78

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

54	55	56	57	58	60	62	61	67
	MAINTENANCE OF EQUIPMENT—*Continued.*							
No. Name of Railway.	Shop Machinery and Tools.	Power Plant Equipment	Injuries to Persons.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals—Dr.	Maintaining Joint Equipment at Terminals—Cr.	Total Maintenance of Equipment.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
27 Grand Trunk (Canada Atlantic)	16,503 23		143 10	830 20	35 30		163 32	299,881 96
28 Halifax & Southwestern	1,220 49			41 20	71 96	300 00	101 40	44,749 58
29 Hereford	286 29		22 49	60 40				14,007 51
30 Inverness Railway & Coal Co	993 88			75 03	457 81			26,639 77
31 Irondale, Bancroft & Ottawa	17 89			2 10	3 25			1,009 49
32 Kaslo & Slocan	9 67							1,324 61
33 Kent Northern					500 00			1,500 00
34 Kettle Valley								
35 Kingston & Pembroke	212 56			22 00	4,757 86			21,367 54
36 Klondike Mines	3 50				7 25			1,997 06
37 Lotbiniere & Megantic	90 94	174 47			57 01			2,865 12
38 London & Port Stanley	548 33		50 38	42 22	01			20,482 35
39 Manitoba Great Northern	204 54		44 41	18 90	7 65			4,285 96
40 Maritime Coal, Railway & Power Co								8,114 20
41 Massawippi Valley								22,161 15
42 Montreal & Atlantic	3,776 50			403 13				111,658 30
43 Montreal & Province Line	73 56		3 00	31 17				5,730 29
44 Montreal & Vermont Junction			7 44	77 93				10,859 15
45 Morrisey, Fernie & Michel								13,871 00
46 Moncton & Buctouche								2,291 76
47 Napierville Junction	Cr. 20			16 60				2,988 46
48 Nelson & Fort Sheppard	331 35		55 76	23 62	9 57			7,711 38
4 New Brunswick Coal & Ry. Co	2,760 09							17,550 07
50 New Brunswick & P. E. Island				15 00				4,586 50
51 New Westminster Southern	101 97		21 31	9 47	3 77			3,174 65

52	North Shore Railway Co.								
53	Nova Scotia Steel & Coal Co.								491 10
54	Ottawa & New York	1,140 79		219 74	15 78	40	49 77		20,476 58
55	Pere Marquette	5,943 95		545 42	457 55	11	667 64		405,484 10
56	Philipsburg Rly. & Quarry Co.								
57	Princeton Branch of Washington Co.	14 79			2 60				2,470 97
58	Quebec Central	4,363 85	1,432 52	62 05	159 64	5,850 20	47,812 39	33,793 08	135,329 73
59	Quebec & Lake St. John	3,988 78		496 00	124 86	56 95			110,044 49
60	Quebec Railway Light & Power Co.	112 57		1 81	16 40	1,088 47	1 50		7,935 51
61	Quebec, Montreal & Southern	893 05			250 35				64,666 56
62	Quebec Oriental	278 51				141 30			9,104 38
63	Red Mountain	116 97		22 15	10 07	3 76			2,010 45
64	Rutland & Noyan	90 82				86 08			1,946 76
65	Salisbury & Albert	62 70				746 80			4,831 99
66	Schomburg & Aurora								1,026 51
67	Stanstead, Shefford & Chambly	135 99		3 00	31 17				2,168 74
68	St. Clair Tunnel			1 00		3,139 82			12,861 08
69	St. Lawrence & Adirondack			26 77	491 85	2 77			33,900 83
70	St. Martins								1,407 24
71	Sydney & Louisburg					2,013 45			98,574 87
72	Temiscouata				49 95	7,048 50			30,707 07
73	Temiskaming & Northern Ontario	5,298 55	218 97	12 50	660 00	Cr. 318 07			145,806 89
74	Thousand Islands								2,902 23
75	Toronto, Hamilton & Buffalo	4,267 58		150 00	207 08	11,353 11		9,329 87	90,504 11
76	Vancouver, Victoria & Eastern	1,565 83		512 17	130 10	52 60			66,582 04
77	Victoria Terminal Ry. & Ferry Co.								212 68
78	Victoria & Sidney, B.C.								3,098 33
79	Wabash (in Canada)	10,182 68		54 84	899 32	124 63	118,395 25	178 85	514,323 25
80	York & Carleton					93 65			115 65
	Final total	877,373 11	3,908 94	35,474 48	78,064 46	100,481,58	182,621 78	182,516 11	26,127,638 12

TABLE 8.—SUMMARY of Operating Expenses

No.	Name of Railway.	68	69	70	71
			TRAFFIC		
			Superintendence.	Outside Agencies.	Advertising.
			$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co				
2	Algoma Central and Hudson Bay		1,566 46		3 90
3	Atlantic, Quebec and Western				
4	Algoma Eastern		299 56		
5	Bay of Quinté		2,747 79		15 00
6	Bedlington and Nelson				0 07
7	Brandon, Saskatchewan and Hudson Bay		474 92	1,270 81	745 36
8	British Yukon		1,766 41	2,078 84	1,040 60
9	Brockville, Westport and North Western		652 25		89 30
10	Canada Southern		50,739 38	45,449 73	22,127 63
11	Canadian Government Railways (Intercolonial)		59,706 49	70,462 97	38,987 60
12	Canadian Government Railways (P.E. Island)		27 50	116 00	971 17
13	Canadian Northern		55,434 69	88,479 56	58,224 38
14	Canadian Northern, Ontario		7,052 23	1,158 97	7,017 43
15	Canadian Northern, Quebec		7,240 45	3,724 01	4,822 54
16	Canadian Pacific		459,771 69	1,333,371 53	455,829 59
17	Cape Breton		250 00		82 70
18	Caraquet		720 00		
19	Carillon and Grenville				
20	Central Ontario		1,500 00	521 56	178 76
21	Crow's Nest Southern		872 67	2,402 09	741 34
22	Cumberland Railway and Coal Co				18 00
23	Dominion Atlantic		7,185 20	11,938 72	7,069 10
24	Elgin and Havelock				
25	Eastern British Columbia				
26	Grand Trunk		179,151 75	535,385 15	166,871 27
27	Grand Trunk (Canada Atlantic)		14,115 11	42,234 20	13,151 35
28	Halifax and South Western		4,421 23	4,276 62	6,075 01
29	Hereford		566 98	134 91	235 95
30	Inverness Railway and Coal Co		58 91		227 57
31	Irondale, Bancroft and Ottawa		2 95		21 50
32	Kaslo and Slocan				
33	Kent Northern				25 00
34	Kettle Valley		59 50		
35	Kingston and Pembroke		1,133 55		267 35
36	Klondike Mines				361 50
37	Lotbiniere and Megantic				
38	London and Port Stanley		1,590 48	1,925 62	1,157 12
39	Manitoba Great Northern		356 72	951 05	301 70
40	Maritime Coal, Railway and Power Co				
41	Massawippi Valley		764 17	185 40	
42	Montreal and Atlantic		6 58		
43	Montreal and Province Line		382 15	526 80	123 34
44	Montreal and Vermont Junction		955 14	2,500 69	416 45
45	Morrissey, Fernie and Michel				
46	Moncton and Buctouche				
47	Napierville Junction		362 01	21 14	29 22
48	Nelson and Fort Sheppard		410 42	1,091 99	590 92
49	New Brunswick Coal and Railway Co				
50	New Brunswick and P. E. Island				
51	New Westminster Southern			180 69	493 72
52	North Shore Railway Co				
53	Nova Scotia Steel and Coal Co				
54	Ottawa and New York		3,997 32	282 81	933 31
55	Pere Marquette		18,687 67	21,984 39	4,893 99
56	Phillipsburg Railway and Quarry Co				
57	Princeton Branch of Washington Co		64 44	12 95	21 89
58	Quebec Central		7,776 02	9,588 72	4,816 41

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

72	73	74	75	77	79	
EXPENSES:						
Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	No
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
						1
63 75			216 39	6 48	1,856 98	2
						3
			8 25		307 81	4
			69 50	169 60	3,001 89	5
2 46				0 10	2 63	6
23 79		251 41	246 03	0 63	3,012 95	7
			307 22	8 86	5,201 93	8
			56 80		798 35	9
2,716 92	87,068 71	1,547 43	25,837 62	69 06	235,556 18	10
2,796 87			25,922 43	322 14	198,198 50	11
			31 50		1,146 17	12
3,036 22		39,891 78	18,421 01	55 31	263,542 95	13
295 23			895 03	3 00	16,421 89	14
281 40			1,712 92	1 48	17,782 80	15
43,683 40	50,409 96	64,843 68	209,744 23	5,626 90	2,623,280 98	16
				14 33	347 03	17
				325 00	1,045 00	18
						19
137 09			581 91		2,919 32	20
66 31		381 26	466 92	1 58	4,932 17	21
			14 50		32 50	22
5 00				2,310 85	28,508 87	23
						24
						25
38,180 54	33,265 14		77,649 71	153 65	1,030,657 21	26
2,939 71	2,551 78		6,139 12	12 26	81,143 53	27
242 17			422 38		15,437 41	28
26 09	30 84	43 97	132 04	0 49	1,171 27	29
			37 51		323 99	30
70 87			41 26		136 58	31
						32
			25 00		50 00	33
			21 50		81 00	34
89 57			244 58		1,735 05	35
				150 00	511 50	36
						37
140 21	479 31		732 90	1 51	6,027 15	38
26 78		157 62	183 59	0 62	1,978 08	39
						40
			64 77		1,014 34	41
10 16	9,601 93				9,618 67	42
19 49	2 58		221 11	0 12	1,275 59	43
48 80	790 65		544 45	0 30	5,256 48	44
						45
						46
3 74			47 86	3 85	467 82	47
21 99		214 77	210 25	0 56	2,540 90	48
						49
						50
39 19	17 48	76 57	101 86	0 38	909 89	51
						52
						53
82 40		6 90	1,128 39	0 78	6,431 91	54
1,681 22	9,476 36		7,959 82	6 29	61,689 74	55
						56
1 04		3 70	11 81		115 83	57
1,100 48			2,560 49	167 09	26,009 21	58

TABLE 8.—SUMMARY of Operating Expenses

No	Name of Railway.	68	69	70	71
			TRAFFIC		
			Superintendence.	Outside Agencies.	Advertising.
			$ cts.	$ cts.	$ cts.
59	Quebec and Lake St. John		5,900 66	1,519 35	2,164 30
60	Quebec Railway Light and Power Co.		292 67	349 49	542 39
61	Quebec, Montreal and Southern		3,384 48	260 52	243 01
62	Quebec Oriental				
63	Red Mountain		129 85	332 66	1 76
64	Rutland and Noyan		135 85	106 69	64 19
65	Salisbury and Albert				3 00
66	Schomberg and Aurora				
67	Stanstead, Shefford and Chambly		382 15	891 22	160 34
68	St. Clair Tunnel				
69	St. Lawrence and Adirondack		1,092 65	3,534 00	975 85
70	St. Martins				131 64
71	Sydney and Louisburg		239 00		233 69
72	Temiscouata		2,151 49		1,037 28
73	Temiskaming and Northern Ontario		9,075 01	67 90	5,215 82
74	Thousand Islands		249 51		
75	Toronto, Hamilton and Buffalo		9,438 51	1,317 22	1,852 68
76	Vancouver, Victoria and Eastern		2,400 83	6,530 09	2,742 44
77	Victoria Terminal Railway and Ferry Co.		65 54		6 19
78	Victoria and Sidney, B.C.		877 33		81 59
79	Wabash (in Canada)		18,021 22	40,221 43	6,893 53
80	York and Carleton				
	Final total		946,707 54	2,237,388 49	821,328 74

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

72	73	74	75	77	79	
EXPENSES.						
Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.	No.
$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
93 99	.....	.....	850 63	.....	10,528 93	59
45 96	12 10	.....	62 45	108 34	1,443 40	60
80 57	.....	.....	681 75	38 40	4,688 73	61
.....	.....	.....	.....	.....	.....	62
12 79	.....	71 57	66 96	0 30	615 89	63
4 52	63 73	0 06	48 26	4 18	427 48	64
.....	.....	.....	.....	.....	3 00	65
.....	.....	.....	.....	.....	.....	66
19 49	214 75	.....	225 82	0 12	1,893 89	67
.....	.....	.....	.....	.....	.....	68
.....	289 60	371 26	190 88	2 93	6,457 17	69
.....	.....	.....	.....	102 20	233 84	70
38 69	.....	.....	3 25	.....	514 63	71
84 63	.....	.....	251 98	.....	3,525 38	72
20 00	.....	.....	943 54	1,730 58	17,052 85	73
.....	.....	.....	5 48	13 82	268 81	74
336 31	1,592 33	.....	1,178 77	.....	15,715 82	75
158 68	.....	1,138 35	1,260 47	3 85	14,234 71	76
.....	.....	.....	.....	.....	71 73	77
.....	.....	.....	.....	.....	958 92	78
1,994 96	11,945 44	.....	8,542 73	9 66	87,628 97	79
.....	.....	.....	.....	.....	.....	80
100,723 48	207,842 69	109,000 33	397,325 63	11,427 60	4,831,744 50	

TABLE 8.—SUMMARY of Operating Expenses

No.	Name of Railway.	81	82	83	84	85
			TRANSPORTATION			
			Superintendence.	Despatching Trains.	Station Employees.	Weighing and car-Service Associations.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway & Irrigation Co.		2,495 66	1,943 40	11,404 95	
2	Algoma Central & Hudson Bay		7,689 75	771 35	13,694 07	298 73
3	Atlantic, Quebec & Western				2,650 92	
4	Algoma Eastern		2,232 86		520 00	
5	Bay of Quinte		1,085 40	734 95	9,069 46	
6	Bedlington & Nelson		71 75	21 92		
7	Brandon, Saskatchewan & Hudson Bay		1,071 00	512 54	7,613 90	49 66
8	British Yukon		2,303 23	1,680 22	13,586 83	
9	Brockville, Westport & Northwestern		644 50		2,925 96	
10	Canada Southern		63,966 60	15,618 06	198,219 14	644 80
11	Canadian Govt. Railways (Intercolonial)		80,527 31	159,167 64	675,899 96	1,637 99
12	Canadian Govt. Railways (P.E. Island)		5,936 56	2,611 69	48,892 97	
13	Canadian Northern		142,995 32	57,541 08	797,731 43	4,755 32
14	Canadian Northern, Ontario		11,988 57	3,124 30	29,458 01	88 62
15	Canadian Northern, Quebec		12,024 38	3,650 70	74,182 19	328 42
16	Canadian Pacific		779,816 11	452,237 66	4,715,407 41	12,004 46
17	Cape Breton		287 13		1,028 70	
18	Caraquet				3,358 21	
19	Carillon & Grenville		560 00		200 00	
20	Central Ontario		1,250 00	840 00	11,990 26	119 87
21	Crowsnest Southern		2,019 69	867 76	6,037 70	292 25
22	Cumberland Railway & Coal Co.		1,489 70	413 30	3,711 18	305 34
23	Dominion Atlantic		4,068 74	2,159 06	44,377 90	
24	Elgin & Havelock				408 00	
25	Eastern British Columbia		2,044 31		1,491 35	58 90
26	Grand Trunk		198,699 32	99,946 61	2,027,929 12	8,979 67
27	Grand Trunk (Canada Atlantic)		26,176 99	10,305 21	162,273 61	757 10
28	Halifax & Southwestern		7,891 59	1,614 32	16,627 95	
29	Hereford		832 69	287 59	5,456 62	
30	Inverness Railway and Coal Co.		190 97	420 00	5,442 01	
31	Irondale, Bancroft & Ottawa		1,203 00		2,013 40	
32	Kaslo & Slocan		1,399 96		842 00	
33	Kent Northern				1,100 00	
34	Kettle Valley		112 40		72 35	
35	Kingston & Pembroke		1,632 22	1,161 87	12,657 58	95 75
36	Klondike Mines				2,446 25	
37	Lotbiniere & Megantic				1,024 78	
38	London & Port Stanley		1,160 86	963 61	12,337 10	96 51
39	Manitoba Great Northern		793 03	282 34	5,212 03	58 72
40	Maritime Coal, Railway & Power Co.			700 00	1,060 83	
41	Massawippi Valley		725 28		21,393 85	
42	Montreal & Atlantic		7,030 58	6,324 49	47,333 25	391 33
43	Montreal & Province Line		650 64	526 46	4,569 76	10
44	Montreal & Vermont Junction		1,271 02	732 36	3,558 76	25
45	Morrisey, Fernie & Michel		1,998 35		1,511 30	
46	Moncton & Buctouche				660 00	
47	Napierville Junction		104 63	207 41	2,362 69	
48	Nelson & Fort Sheppard		1,591 74	705 53	4,433 69	56 38
49	New Brunswick Coal & Railway Co.				2,461 00	2,573 73
50	New Brunswick & P.E. Island		100 00		810 25	
51	New Westminster Southern		423 20	142 16		26 87
52	North Shore Railway Co.		300 00			
53	Nova Scotia Steel & Coal Co.				900 00	
54	Ottawa & New York		1,942 51	1,183 85	12,814 02	60 86
55	Pere Marquette		16,546 28	7,279 45	84,859 14	1,222 86
56	Phillipsburg Railway & Quarry Co.					
57	Princeton Branch of Washington Co.		160 35	83 99		
58	Quebec Central		6,435 17	5,575 97	66,676 90	606 34

for the Year Ending June 30, 1911—*Continued.*

87	88	89	90	91	92	93	

EXPENSES—*Continued.*

Coal and Ore Docks	Station Supplies and Expenses.	Yardmasters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	3,815 36	.....	2,778 59	.....	.....	2,434 87	1
32,470 34	467 00	212 06	19,506 81	331 09	158 18	16,783 97	2
.....	700 12	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	4
3,850 66	2,103 19	636 25	.....	163 50	14 41	.....	5
.....	.....	.....	.....	.....	.....	.....	6
.....	1,618 61	.....	.....	.....	.....	.....	7
.....	1,193 13	.....	528 84	.....	.....	437 65	8
.....	373 57	.....	.....	.....	.....	.....	9
.....	15,146 73	61,832 05	170,059 79	21,488 33	3,075 60	84,544 13	10
.....	96,243 83	37,072 36	148,425 01	13,647 34	20,729 25	128,265 11	11
.....	4,940 67	2,245 40	2,238 52	.....	53 61	5,031 87	12
.....	64,423 19	45,709 26	181,422 47	2,406 03	1,861 24	121,564 92	13
4,207 04	3,454 97	.....	7,673 65	69 48	.....	4,468 63	14
7 25	6,296 85	1,092 68	14,762 65	908 75	835 56	10,393 48	15
.....	435,910 24	203,156 50	1,324,217 46	78,290 57	21,086 81	844,854 45	16
.....	.....	.....	.....	.....	.....	.....	17
.....	325 00	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	19
.....	1,268 44	.....	2,089 45	.....	.....	868 50	20
.....	430 01	.....	.....	.....	.....	.....	21
.....	77 83	204 06	.....	.....	.....	.....	22
.....	4,676 74	1,853 69	.....	.....	3 00	5,075 48	23
.....	.....	.....	.....	.....	.....	.....	23
.....	1 38	.....	.....	.....	.....	.....	25
7 05	234,666 81	113,591 90	556,948 30	82,672 01	10,794 21	339,611 11	26
.....	16,931 87	10,422 37	34,968 86	4,437 67	286 56	21,959 97	27
228 26	3,193 80	.....	1,378 48	.....	37 31	1,212 75	28
.....	470 45	.....	397 10	4 33	44	1,781 93	29
.....	765 03	.....	2,051 09	.....	31 90	1,815 75	30
.....	116 45	.....	.....	.....	.....	.....	31
.....	50 56	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	33
.....	16 85	.....	.....	.....	.....	.....	34
.....	1,250 77	.....	1,297 36	.....	.....	1,393 31	35
.....	221 15	.....	.....	.....	.....	.....	36
.....	73 21	.....	.....	.....	.....	.....	37
.....	628 20	2,027 88	11,213 66	202 63	83 77	6,049 85	38
.....	718 20	.....	.....	.....	.....	.....	39
.....	11 06	.....	.....	.....	.....	.....	40
.....	996 36	.....	2,010 32	.....	.....	2,234 59	41
.....	7,675 98	1,692 16	8,095 83	224 28	71 27	4,981 53	42
.....	845 91	.....	.....	.....	.....	.....	43
.....	600 60	35 84	.....	.....	.....	.....	44
.....	122 67	.....	11,869 71	.....	159 37	.....	45
.....	.....	.....	.....	.....	.....	.....	46
.....	496 89	.....	.....	.....	.....	.....	47
.....	697 79	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	50
.....	24 74	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	52
.....	173 45	.....	.....	.....	.....	.....	53
.....	12,567 01	.....	.....	.....	.....	.....	54
.....	6,985 96	4,112 92	24,651 04	776 18	289 97	15,476 25	55
.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	57
.....	7,755 28	.....	.....	.....	.....	.....	58

TABLE 8.—SUMMARY of Operating Expenses

	81	82	83	84	85
		TRANSPORTATION			
No.	Name of Railway.	Superintendence.	Despatching Trains.	Station Employees.	Weighing and car-Service Associations.
		$ cts.	$ cts.	$ cts.	$ cts.
59	Quebec & Lake St. John	9,454 32	3,828 46	28,611 12	174 44
60	Quebec Railway, Light and Power Co	590 16	733 81	4,322 93	87 61
61	Quebec, Montreal & Southern	1,196 35	1,972 35	22,029 11	.....
62	Quebec Oriental	.....	.....	5,246 10	.....
63	Red Mountain	447 16	164 08	3,613 59	51 49
64	Rutland & Noyan	151 15	52 71	600 96	.....
65	Salisbury & Albert	.....	.....	1,245 00	.....
66	Schomberg & Aurora	.....	.....	.....	.....
67	Stanstead, Shefford & Chambly	751 18	244 08	7,844 33	10
68	St. Clair Tunnel	.....	7,257 73	.....	.....
69	St. Lawrence & Adirondack	2,604 22	1,375 84	9,844 99	72 59
70	St. Martins	.....	.....	211 72	.....
71	Sydney & Louisburg	7,918 67	1,335 44	22,419 61	4,002 32
72	Temiscouata	4,990 54	1,405 00	9,787 95	92 44
73	Temiskaming & Northern Ontario	10,221 96	8,821 23	74,526 59	237 46
74	Thousand Islands	600 70	.....	4,306 70	.....
75	Toronto, Hamilton & Buffalo	15,443 62	7,130 00	88,614 31	228 28
76	Vancouver, Victoria & Eastern	7,052 88	2,852 88	45,681 53	1,126 49
77	Victoria Terminal Railway & Ferry Co	27 55	.....	277 04	3 09
78	Victoria & Sidney, B.C	370 90	.....	4,134 81	46 94
79	Wabash (in Canada)	16,714 76	.....	21,491 22	4,482 91
80	York & Carleton	.....	.....	.....	.....
	Final total	1,484,480 47	879,512 46	9,539,510 35	46,117 02

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

87	88	89	90	91	92	93

EXPENSES—*Continued.*

Coal and Ore Docks	Station Supplies and Expenses.	Yardmasters and their Clerks.	Yard Conductors and Brakemen.	Yard Switch and Signal Tenders.	Yard Supplies and Expenses.	Yard Enginemen.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
10 00	3,543 82	58 44	2,359 29	.....	300 37	2,245 18	59
.....	1,030 09	178 35	546 92	667 09	1 42	1,333 09	60
.....	4,156 96	.....	.....	60 00	.....	973 06	61
.....	763 23	.....	.....	.....	.....	.....	62
.....	481 24	.....	.....	.....	.....	.....	63
.....	147 82	.....	.....	.....	.....	.....	64
.....	23 39	.....	.....	.....	.....	.....	65
.....	59 00	.....	.....	956 80	.....	.....	66
.....	953 27	.....	.....	386 28	.....	.....	67
.....	.....	610 50	1,479 03	.....	.....	.....	68
.....	4,491 66	.....	.....	.....	.....	.....	69
.....	24 73	.....	.....	.....	.....	.....	70
.....	851 81	3,477 05	36,157 42	1,537 56	.....	.....	71
.....	966 52	.....	.....	.....	.....	.....	72
15 00	9,367 04	2,360 35	14,283 64	1,198 06	278 48	8,506 77	73
.....	923 81	.....	.....	.....	.....	.....	74
.....	5,145 94	6,261 00	38,707 36	1,653 22	120 41	24,952 35	75
.....	5,346 73	727 62	5,869 35	255 45	58 12	3,694 76	76
.....	91 98	.....	.....	.....	.....	.....	77
.....	1,286 58	.....	.....	.....	.....	.....	78
.....	1,197 03	.....	2,578 87	.....	.....	1,944 33	79
.....	.....	.....	.....	.....	.....	.....	80
40,795 60	982,376 56	499,570 69	2,630,566 87	212,336 65	60,331 26	1,664,889 64	

TABLE 8.—SUMMARY of Operating Expenses

Number.	Name of Railway.	94	95	96	97	98
			TRANSPORTATION			
			Enginehouse Expenses —Yard.	Fuel for Yard Locomotives.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.		538 49	3,493 00	395 03	95 91
2	Algoma Central and Hudson Bay		2,123 61	14,500 75	329 27	524 83
3	Atlantic, Quebec and Western					
4	Algoma Eastern					
5	Bay of Quinte					
6	Bedlington and Nelson					
7	Brandon, Saskatchewan and Hudson Bay					
8	British Yukon			475 26		13 65
9	Brockville, Westport and North Western					
10	Canada Southern		28,417 81	113,671 61	6,718 27	2,265 55
11	Canadian Govt. Railways (Intercolonial)		31,296 77	176,082 11	10,420 40	3,320 78
12	" " (P. E. Island)		1,114 42	3,336 87	57 50	125 45
13	Canadian Northern		30,318 32	154,841 03	10,233 06	4,089 67
14	" " Ontario		2,081 02	8,618 07	45 51	401 96
15	" " Quebec			26,013 85	594 00	372 44
16	Canadian Pacific		295,709 39	936,756 61	47,673 31	14,085 98
17	Cape Breton					
18	Caraquet			125 00	264 00	55 00
19	Carillon and Grenville					
20	Central Ontario			1,412 94	134 35	123 86
21	Crowsnest Southern					
22	Cumberland Ry. and Coal Co					
23	Dominion Atlantic		324 21	10,664 16	125 52	206 00
24	Elgin and Havelock		441 51			
25	Eastern British Columbia					
26	Grand Trunk		61,463 84	422,949 33	17,412 31	6,750 04
27	" (Canada Atlantic)		5,197 71	30,789 60	1,672 38	703 87
28	Halifax and South Western		127 27	1,742 58	20 00	38 36
29	Hereford		576 41	2,682 51	140 14	19 76
30	Inverness Railway and Coal Co		566 40	2,734 69	19 67	109 88
31	Irondale, Bancroft and Ottawa					
32	Kaslo and Slocan					
33	Kent Northern					
34	Kettle Valley					
35	Kingston and Pembroke			1,184 70		39 61
36	Klondike Mines					
37	Lotbiniere and Megantic					
38	London and Port Stanley		2,160 29	3,816 10	163 05	54 23
39	Manitoba Great Northern					
40	Maritime Coal Railway and Power Co					
41	Massawippi Valley			3,777 96	64 76	42 75
42	Montreal and Atlantic		1,094 06	6,271 50	209 06	127 93
43	Montreal and Province Line					
44	Montreal and Vermont Junction					
45	Morrissey, Fernie and Michel		294 21			
46	Moncton and Buctouche					
47	Napierville Junction		144 67	2,513 82	9 87	21 41
48	Nelson and Fort Sheppard					
49	New Brunswick Coal and Railway Co					
50	New Brunswick and P. E. Island					
51	New Westminster Southern					
52	North Shore Railway Co					
53	Nova Scotia Steel and Coal Co					
54	Ottawa and New York					
55	Pere Marquette		6,697 74	32,738 66	1,230 06	455 01
56	Phillipsburg Ry. and Quarry Co					
57	Princeton Branch of Washington Co					
58	Quebec Central					

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

99	199	101	102	103	104	

EXPENSES—*Continued.*

Other Supplies for Locomotives.	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginmen.	Enginehouse Expenses—Road.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
20 22	7,013 81			16,017 84	4,274 78	1
116 84				7,823 62	2,199 13	2
				1,549 05	500 46	3
	999 96			3,795 57	1,283 87	4
				7,312 79	44 69	5
				168 12	33 67	6
				5,969 15	1,677 23	7
4 63				3,992 09	3,230 60	8
				3,030 30	1,465 80	9
2,572 65	383,513 99	12,000 70	10,685 97	317,428 11	85,987 88	10
2,066 48	106,119 60	85,741 27		533,373 13	260,181 31	11
97 33				23,834 09	10,880 20	12
4,841 90	22,742 25	8,558 00		740,130 38	330,823 01	13
36 73				32,610 17	12,741 96	14
298 79	8,450 57	555 96		56,473 06	14,654 17	15
22,819 88	271,409 40	169,453 79		3,808,957 36	1,190,263 40	16
				2,105 80		17
				1,440 00	825 00	18
				272 00		19
				9,215 95	4,218 87	20
				12,878 67	1,331 83	21
				6,135 80	854 10	22
54 02	1,970 50	549 90		30,443 68	16,034 21	23
				481 57		24
				2,212 80	1,178 55	25
9,813 17	22,883 30	461,616 68		1,302,041 32	247,472 18	26
1,112 30	3,599 60	7,184 88		97,077 62	24,367 03	27
	16,569 50			24,286 41	5,856 51	28
27 50	1,325 09	1,274 55		5,141 88	2,444 93	29
50 21				6,306 76	2,061 87	30
				1,077 03	578 94	31
				358 26	36 70	32
						33
				254 30	60 74	34
26 82	3,405 31			8,314 74	4,235 00	35
				2,345 35	796 36	36
				1,319 82	477 53	37
23 00				8,717 16	3,879 95	38
	1,483 38			3,447 15	719 25	39
				5,056 96	1,251 37	40
				18,804 16	3,637 04	41
143 91	41,706 92	110 43		53,796 10	14,262 27	42
	206 22	2 25		4,467 22	1,064 02	43
		6 75		6,775 36	92 49	44
				7,766 20		45
				1,788 43		46
4 97	332 42	295 01		1,835 03	637 03	47
	7,525 97	470 22		4,661 66	902 77	48
				5,158 29		49
				2,245 94		50
				3,570 34	481 12	51
				1,060 50		52
				1,602 50		53
	3,268 27	352 13		7,809 54	1,838 12	54
198 64	41,294 53			93,184 79	15,368 21	55
						56
				1,895 58	838 08	57
				52,612 05	9,813 49	58

TABLE 8.—SUMMARY of Operating Expenses

	94	95	96	97	98
		TRANSPORTATION			
	Name of Railway.	Enginehouse Expenses —Yard.	Fuel for Yard Loco motives.	Water for Yard Loco-motives.	Lubricants for Yard Loco-motives.
		$ cts.	$ cts.	$ cts.	$ cts.
59	Quebec and Lake St. John		4,772 75	335 65	46 76
60	Quebec Ry. Light and Power Co	251 60	1,785 05	14 85	40 20
61	Quebec, Montreal and Southern	760 95	9,064 24	297 52	164 57
62	Quebec Oriental				
63	Red Mountain				
64	Rutland and Noyan		94 92	6 55	3 38
65	Salisbury and Albert				
66	Schomberg and Aurora				
67	Stanstead, Shefford and Chambly			12 00	
68	St. Clair Tunnel				
69	St. Lawrence and Adirondack				
70	St. Martins				
71	Sydney and Louisburg				
72	Temiscouata				
73	Temiskaming and Northern Ontario	4,389 76	17,962 85	1,072 09	331 87
74	Thousand Islands				
75	Toronto, Hamilton and Buffalo	2,920 80	27,492 50	1,180 92	443 15
76	Vancouver, Victoria and Eastern	779 48	7,439 14	144 84	98 63
77	Victoria Terminal Ry. and Ferry Co				
78	Victoria and Sydney, B.C				
79	Wabash (in Canada)		4,860 37	Cr. 3 33	1 02
80	York and Carleton				
	Final total	479,790 74	2,034,664 63	100,992 61	35,173 51

for the Year ending June 30, 1911—*Continued.*

99	100	101	102	104	105	

EXPENSES—*Continued.*

Other Supplies for Locomotives.	Operating Joint Yards and Terminals—Dr.	Operating Joint Yards and Terminals—Cr.	Motormen.	Road Enginemen.	Enginehouse Expenses—Road.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
92 13		2,197 22		35,689 85	16,031 66	59
16 77	24 91			2,493 50	244 98	60
85 79	1,403 65	794 50		13,360 14	5,125 84	61
				4,763 23	1,942 00	62
				2,079 55	452 98	63
				684 00	283 36	64
				2,320 35	182 47	65
						66
	265 01			4,762 60	1,124 97	67
				12,451 27		68
	76,115 98	240 00		21,900 49	3,217 34	69
				900 96	321 87	70
				38,657 77	9,351 05	71
				7,949 90		72
149 32	27,576 72	4 00		51,966 06	15,184 09	73
				2,948 13		74
254 64	6,858 04	70,421 71		40,447 25	13,005 02	75
50 60				38,893 74	7,668 20	76
				170 24	41 02	77
				2,541 48	608 27	78
0 52	286,639 40	122 91		100,894 07	20,473 95	79
				1,101 00		80
44,979 76	1,344,704 30	821,952 92	10,685 97	7,749,405 13	2,383,116 79	

TABLE 8.—SUMMARY of Operating Expenses

Number	107 Name of Railway.	108 Fuel for road Locomotives.	109 Water for road Locomotives.	110 Lubricants for road Locomotives.	111 Other Supplies for road Locomotives.
		TRANSPORTATION			
		$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. and Irrigation Co	28,118 52	3,196 17	1,356 05	255 96
2	Algoma Central and Hudson Bay	14,489 25	645 39	338 23	90 70
3	Atlantic, Quebec and Western	766 72	450 34	307 69	28 84
4	Algoma Eastern	12,021 65	287 70	154 16	84 54
5	Bay of Quinte	37,270 74	250 30	195 37	995 06
6	Bedlington and Nelson	248 33		5 55	3 90
7	Brandon, Saskatchewan and Hudson Bay	9,900 45	820 03	103 02	313 03
8	British Yukon	7,284 78	666 80	160 42	64 20
9	Brockville, Westport and Northwestern	6,299 96	193 87	219 01	25 82
10	Canada Southern	678,034 80	33,278 84	14,532 05	7,829 98
11	Canadian Gov't Rys (Intercolonial)	1,614,313 46	53,460 91	29,863 68	15,611 11
12	Canadian Gov't Rys. (P. .E Island)	41,153 42	1,760 61	1,062 34	923 35
13	Canadian Northern	1,728,170 24	104,513 25	42,504 94	49,440 03
14	Canadian Northern, Ontario	85,922 60	4,142 94	2,815 83	687 58
15	Canadian Northern, Quebec	208,345 02	6,191 53	2,631 93	2,208 92
16	Canadian Pacific	8,024,774 84	444,914 03	131,860 86	171,149 85
17	Cape Breton	2,246 81		240 56	
18	Caraquet	8,447 78		678 36	125 00
19	Carillon and Grenville	490 50		50 35	67 15
20	Central Ontario	39,335 95	1,149 25	662 55	
21	Crowsnest Southern	23,916 59	1,039 32	334 22	240 12
22	Cumberland Ry and Coal Co	5,512 47	79 50	429 22	
23	Dominion Atlantic	73,689 79	1,868 70	1,430 28	473 17
24	Elgin and Havelock	1,501 64		125 68	95 93
25	Eastern British Columbia	1,122 87	1 00	142 77	75 44
26	Grand Trunk	3,412,530 46	123,647 10	35,576 96	56,349 40
27	Grand Trunk, (Canada Atlantic)	285,859 30	11,928 93	3,161 27	6,291 42
28	Halifax and Southwestern	73,110 40	2,293 98	1,341 19	586 71
29	Hereford	11,124 30	565 84	95 24	149 53
30	Inverness Ry. and Coal Co	15,601 68	302 48	513 35	321 43
31	Irondale, Bancroft and Ottawa	4,580 87	8 67	154 21	32 94
32	Kaslo and Slocan	284 50	50 00	10 97	9 08
33	Kent Northern	3,000 00	100 00	200 00	100 00
34	Kettle Valley	589 97	43 20	17 66	15 00
35	Kingston and Pembroke	22,421 59	852 80	365 02	388 04
36	Klondike Mines	59,919 65	154 70	120 90	231 60
37	Lotbiniere and Megantic	3,760 92	23 40	148 66	44 67
38	London and Port Stanley	22,101 95	943 49	350 30	298 01
39	Manitoba Great Northern	5,671 55	234 91	57 64	59 30
40	Maritime Coal Ry. and Power Co	8,291 78	1,204 79	675 90	370 31
41	Massawippi Valley	31,599 88	544 54	368 97	222 86
42	Montreal and Atlantic	124,555 68	2,184 30	1,716 55	1,823 27
43	Montreal and Province Line	14,068 61	857 89	176 51	150 27
44	Montreal and Vermont Junction	18,021 09	1,075 50	173 40	93 34
45	Morrissey, Fernie and Michel	10,366 03	318 00		998 92
46	Moncton and Buctouche	3 439 58		223 61	48 03
47	Napierville Junction	9,878 77	538 32	92 07	19 83
48	Nelson and Fort Sheppard	11,611 34	414 53	167 10	317 52
49	New Brunswick Coal and Ry. Co	10,870 60	344 87	576 30	252 41
50	New Brunswick and P. E. Island	4,644 84	50 00	139 80	
51	New Westminster Southern	3,254 67		39 48	37 26
52	North Shore Ry. Co	828 00		91 00	
53	Nova Scotia Steel and Coal Co	1,489 55			152 95
54	Ottawa and New York	17,247 67	1,164 88	737 25	68 35
55	Pere Marquette	240,721 05	8,570 93	3,739 42	3,194 22

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

112	113	114	115	116	117	118	119	

EXPENSES—*Continued.*

Operating Power Plant.	Purchase Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers Block and Other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing wrecks.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
		16,673 29	1,129 01				1,503 19	1
		9,510 01	2,123 32				828 91	2
		1,408 98	728 71					3
		4,610 39	160 93				37 65	4
		8,121 50	1,340 95	1,895 66			136 93	5
		221 53					191 72	6
		6,429 91	2,056 13	2,148 19	14 34		104 82	7
		4,866 79	541 09				70 08	8
		3,427 88	641 91					9
3,640 44	15,003 18	338,568 27	93,847 14	42,077 64	7,567 85	3,438 26	4,416 79	10
		699,036 59	187,037 92	11,676 31	12,088 79	3,367 20	19,680 36	11
		33,406 06	6,537 75	7 98		650 59	194 00	12
		705,461 60	263,978 69	26,623 85	3,679 09	655 25	62,566 46	13
		33,499 99	15,921 86	4,033 86	613 02	924 73	4,674 01	14
		49,968 20	15,664 73	9,901 38	3,464 46	265 21	2,433 17	15
		4,046,485 95	1,498,680 47	45,660 93	35,221 92	8,708 41	178,763 58	16
		1,397 20	19 91					17
		3,348 25	1,075 00					18
		248 00						19
		10,582 10	1,163 09		1,813 82		104 68	20
		12,228 37	3,356 69	310 91			602 55	21
		7,664 17	212 58					22
		39,367 52	11,469 97	136 09		1,589 26	198 12	23
		1,389 33					30 44	24
		2,646 61	54 86				151 49	25
		1,423,871 13	360,703 70	19,911 76	70,175 21	70,743 95	39,583 33	26
		108,433 12	30,730 06	1,787 44	2,953 69	5,028 24	3,560 93	27
		22,967 11	7,308 98	11 32	156 50	163 15	1,519 43	28
		7,685 95	882 20	22 13			269 98	29
		7,237 52	2,281 30				402 20	30
		1,144 91	182 22					31
		232 05						32
								33
		309 65	109 26	95 53				34
		9,679 13	1,931 24	807 72	110 88		255 51	35
		2,934 50	280 26					36
		1,865 50	29 47					37
		8,952 33	784 32		689 84		165 73	38
		4,026 05	1,331 24	7,824 54			45 71	39
		4,912 95	163 87					40
		18,092 86	2,101 19	113 99			41 86	41
		57,416 14	9,280 42	2,355 86	430 63		1,309 57	42
		4,585 18	1,870 47			315 00	234 16	43
		4,008 88	1,789 24				33 62	44
			1,439 93	1,629 50				45
		1,608 52	16 32					46
		2,094 76	384 73	987 22			142 15	47
		4,487 38	1,767 82				312 09	48
		5,231 07					5 75	49
		2,128 33	456 91			120 00		50
		2,708 63	588 48				56 10	51
								52
		1,508 83	93 48					53
		8,980 79	1,329 71	3,520 42		574 30	57 68	54
		112,891 32	28,771 08	4,233 67	1,068 23	376 96	1,132 97	55

TABLE 8.—SUMMARY of Operating Expenses

Number.	Name of Railway.	107	108	109	110	111
			TRANSPORTATION			
			Fuel for road Locomotives.	Water for road Locomotives.	Lubricants for road Locomotives.	Other Supplies for road Locomotives.
			$ cts.	$ cts.	$ cts.	$ cts.
56	Phillipsburg, Ry. and Quarry Co.					
57	Princeton Br. of Washington Co.		2,195 56		15 05	19 95
58	Quebec Central		163,890 97		4,079 00	307 98
59	Quebec Lake St. John		136,299 00	4,845 00	1,951 69	1,644 39
60	Quebec Ry. Light and Power Co.		5,930 99	74 09	147 71	97 65
61	Quebec, Montreal and Southern		48,254 00	3,610 92	968 27	562 60
62	Quebec Oriental		17,631 51	37 58	796 03	66 74
63	Red Mountain		4,371 00	268 82	31 24	32 06
64	Rutland and Noyan		1,091 58	55 42	43 39	
65	Salisbury and Albert		5,319 38		137 68	43 98
66	Schomberg and Aurora		3,081 55		166 70	9 90
67	Stanstead, Shefford and Chambly		13,888,27	570 09	171 66	153 80
68	St. Clair Tunnel					20,281 36
69	St. Lawrence and Adirondack		77,185 37	1,060 47	1,100 11	540 46
70	St. Martins		1,873 05		56 53	36 12
71	Sydney and Louisburg		39 560 96	414 28	4,017 75	450 58
72	Temiscouata		25,924 48	904 37	430 28	199 68
73	Temiskaming and Northern Ontario		159,739 74	9,736 99	2,062 49	1,010 31
74	Thousand Islands		6,676 42		87 18	135 56
75	Toronto, Hamilton and Buffalo		99,398 74	5,169 97	1,797 17	1,150 56
76	Vancouver, Victoria and Eastern		69,707 53	4,314 83	1,106 21	759 22
77	Victoria Terminal Ry. and Ferry Co.		307 45	12 16	13 15	2 66
78	Victoria and Sidney B. C.		4,499 17	180 74	196 34	36 72
79	Wabash, (in Canada)		222,416 29	10,488 27	4,272 15	3,917 03
80	York and Carleton		468 75		57 00	
	Final Total		18,147,438 22	859,072 53	306,940 63	354,875 66

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

112	113	114	115	116	117	118	119	
EXPENSES—*Continued.*								
Operating Power Plant.	Purchase Power.	Road Trainmen.	Train Supplies and Expenses.	Interlockers Block and Other Signals—Operation.	Crossing Flagmen and Gatemen.	Drawbridge Operation.	Clearing wrecks.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
								56
		1,283 48	348 56					57
		50,628 35	10,710 65				780 54	58
		34,159 36	9,695 10	Cr 3 75	982 43	618 39	1,009 47	59
		3,874 91	662 29			132 36	11 36	60
		13,757 83	9,508 70	2,597 04		525 90	1,647 54	61
		5,350 07	500 90				22 75	62
		2,554 83	378 32				4 35	63
		766 12	211 50	1,095 50			20 07	64
		1,731 55	20 56					65
		2,632 21	719 26					66
		3,738 39	1,767 24			960 00	528 05	67
		10,886 38						68
		29,812 76	4,737 90	1,665 24	21 75		389 45	69
		1,565 15	206 71					70
			419 81		90 00		175 91	71
		9,715 79	1,606 58				866 17	72
25 33		58,226 74	16,764 77				2,579 44	73
		1,183 70	352 29				3 15	74
		48,360 65	19,152 20	2,046 01	4,285 91		708 99	75
		40,613 72	9,916 33	1,720 98	732 33	2,560 31	3,985 30	76
		154 52	32 19				1 31	77
		2,290 94	460 48				19 07	78
		111,634,06	35,876 68				2,418 23	79
		600 00	6 00					80
3,665 77	15,003 18	8,306,084 59	2,688,435 63	196,894 92	146,160 69	101,717 47	340,988 87	

TABLE 8.—SUMMARY of Operating Expenses for the Year ending June 30, 1911—*Continued.*

120	121	122	123	124	126	127	128	129	130	131
	TRANSPORTATION EXPENSES—*Continued.*									
Number. Name of Railway.	Telegraph and Telephone—Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.	Other Expenses.	Loss and Damage—Freight.	Loss and Damage—Baggage.	Damage to Property.	Damage to stock on right of way.	Injuries to Persons.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1 Alberta Railway & Irrigation Co.	1,943 35		1,319 06	3,310 50	127 02	816 65			95 00	
2 Algoma Central & Hudson Bay	1,649 48			913 18	5,291 47	47 91		357 28	0 70	15 21
3 Atlantic, Quebec & Western				30 00	37 00	8 34			8 00	
4 Algoma Eastern	5 23			155 89	2,622 25	15 85				240 67
5 Bay of Quinté	111 79			776 63	9,321 58				45 00	5 00
6 Bedlington & Nelson	0 09					7 17				6 25
7 Brandon, Saskatchewan & Hudson Bay	138 29			257 04	224 38	343 25	Cr. 4 67	108 54	684 86	315 00
8 British Yukon	1,512 00			484 19	1,431 09	38 29				38 40
9 Brockville, Westport & North Western				237 08		48 48			13 00	
10 Canada Southern	24,829 25	41,039 87		29,862 39	1,831 30	57,003 33	809 00	1,461 32	1,458 33	22,089 54
11 Canadian Govt. Rys. (Intercolonial)	11,741 97	47,930 96		57,108 50	25,289 46	10,590 70	542 66	27,481 62	4,032 67	17,751 03
12 " " (P. E. Island)	8,002 86	150 47		5,387 84	13 00	527 92	0 50	72 68	5 00	8 52
13 Canadian Northern	Cr. 9 00			58,217 92	2,389 42	43,979 36	571 36	23,052 55	9,724 41	33,666 38
14 Canadian Northern, Ontario		5 04		4,142 42	144 00	297 57	178 18	207 20	373 80	757 94
15 Canadian Northern, Quebec	1 77			7,707 17	1,564 75	3,484 74	154 43	1,167 31	1,388 73	3,630 12
16 Canadian Pacific	147,699 57	54,253 22		268,641 46	67,035 75	656,455 11	10,413 66	105,163 56	25,567 80	313,667 61
17 Cape Breton					18 67	14 78			16 50	
18 Caraquet				173 15	3,183 23	145 35			77 00	
19 Carillon & Grenville										
20 Central Ontario				421 85		253 87		30 08	42 00	1,432 65
21 Crow's Nest Southern	182 27			441 04	227 83	451 16	48 69	234 90	1,528 45	307 61
22 Cumberland Railway & Coal Co.	347 44			38 85	2,060 01	18 99				
23 Dominion Atlantic	74 40			3,157 24	331 16	112 16	173 76	628 85	112 50	2,889 10
24 Elgin & Havelock					23 78	4 85				
25 Eastern British Columbia				164 00		1 84				
26 Grand Trunk	34,204 21	104,783 92		113,240 93	124,742 91	175,363 69	4,807 01	10,962 37	12,315 10	102,149 02
27 Grand Trunk (Canada Atlantic)	841 51			7,582 32	5,377 89	5,230 52	315 92	708 47	1,007 57	716 89
28 Halifax & South Western	311 22		5,575 68	2,327 95	1 20	730 69	580 10	100 00	103 00	2,707 45
29 Hereford	2 29			236 84	0 03	365 13	8 48	257 95	16 61	376 38
30 Inverness Railway & Coal Co.	126 62			225 07	55 50	13 68			30 50	75 00
31 Irondale, Bancroft & Ottawa				213 94		4 51				

32	Kaslo & Slocan	48 76		8 45	12 16							
33	Kent Northern											
34	Kettle Valley				52 54	2 05						
35	Kingston & Pembroke				974 39	190 67	330 95		149 35	64 26	21 20	
36	Klondike Mines				238 60	320 00	0 50					
37	Lotbinière & Megantic				194 94	811 90	25 20					
38	London & Port Stanley	266 63			761 26	23 55	1,249 64		1,188 33	191 26	1,745 92	
39	Manitoba Great Northern	118 01			174 86	113 80	69 21	3 72	3 59	178 79	7 68	
40	Maritime Coal, Railway & Power Co				88 10	16 25	31 65		340 67	81 00	1 05	
41	Massawippi Valley				391 41		723 54					
42	Montreal & Atlantic				4,495 13	162 04	4,452 15		2,862 68	132 00	3,612 27	
43	Montreal & Province Line	95 71			330 80	205 23	593 97		75 00		63 86	
44	Montreal & Vermont Junction	237 36			826 05	7 62	1,070 73	21 56		145 00	55 91	
45	Morrissey, Fernie & Michel		2,886 50			556 42			713 28			
46	Moncton & Buctouche					328 23	40 29			56 00		
47	Napierville Junction	357 14			476 29	54 88	24 54				2,026 19	
48	Nelson & Fort Sheppard	1,228 34			221 11	374 09	159 56	Cr. 3 41	3,229 38	1,398 23	13 98	
49	New Brunswick Coal & Railway Co						11 80		180 20	55 00		
50	New Brunswick & P. E. Island									48 50		
51	New Westminster Southern	35 27			99 24	10 35	429 69		750 69	114 57	190 71	
52	North Shore Railway Co											
53	Nova Scotia Steel & Coal Co											
54	Ottawa & New York	1,775 32			1,005 50	74 85	612 91	30 00	42 50	169 50	365 73	
55	Perè Marquette	4,205 87	22,024 17		8,255 78	482 89	24,695 79	23 51	2,068 22	779 28	19,022 52	
56	Phillipsburg Railway & Quarry Co											
57	Princeton Branch of Washington Co				2 55		66 96	0 87				
58	Quebec Central	2,246 05			4,428 21	40,455 03	1,009 31	28 00	117 25	554 00	894 80	
59	Quebec & Lake St. John				3,563 86	222 30	395 02	13 00	35 00	195 00	2,327 15	
60	Quebec Railway, Light & Power Co				597 07	48 02	57 28		3 42	19 52		
61	Quebec, Montreal & Southern	203 57			2,968 98	284 33	932 05	6 00	503 46	51 50	4,877 55	
62	Quebec Oriental				2 07	336 63	101 92			174 50		
63	Red Mountain	34 12			73 31	11 69	323 54		1 96	26 69	3 44	
64	Rutland & Noyan	13 42			63 27		100 35			7 87		
65	Salisbury & Albert				28 50	22 80	0 85			22 00		
66	Schomberg & Aurora				81 84	283 90						
67	Stanstead, Shefford & Chambly	143 22			333 70	228 14	596 04	1 88	1,098 61		2,242 03	
68	St. Clair Tunnel					1,916 59						
69	St. Lawrence & Adirondack	0 50			1,126 32	82 15	924 16	52 27	46 12	119 71	154 45	
70	St. Martins	64 92			531 00	229 05					100 00	
71	Sydney & Louisburg	155 62			1 50	15,739 44	213 43			75 00	51 40	
72	Temiscouata				1,331 98	6 94				41 50	50 00	
73	Temiskaming & Northern Ontario	329 94			9,075 05	531 74	1,462 51	6 15	50 00	355 00	Cr. 1,545 57	
74	Thousand Islands			471 47	93 99	2,105 36	4 50				1,731 73	
75	Toronto, Hamilton & Buffalo	371 00			5,817 97	43 44	2,989 50		968 45	366 24	1,556 15	
76	Vancouver, Victoria & Eastern	1,615 97	16,531 00		1,233 09	Cr. 865 38	2,783 33	23 24	9,452 72	2,395 54	8,862 41	
77	Victoria Terminal Railway & Ferry Co						4 78		0 43	52 45	0 70	
78	Victoria & Sydney, B.C						71 89		5 82	727 71	9 30	
79	Wabash (in Canada)	2,067 98			4,863 11	15,455 82	40,471 74	Cr. 3 80	1,795 91	804 32	7,770 05	
80	York & Carleton											
	Final total	249,331 33	289,605 15	7,374 66	620,273 92	334,214 49	1,073,407 20	18,802 07	197,677 72	68,048 50	559,058 38	

Table 8.—Summary of Operating Expenses

Number.	Name of Railway.	133	134	135	138	139
		Transportation Expenses—*Continued.*				
		Operating Joint Tracks. Dr.	Operating Joint Tracks. Cr.	Total Transportation Expenses.	Salaries and Expenses of General Officers.	
		$ cts.	$ cts.	$ cts.	$ cts.	
1	Alberta Ry. & Irrigation Co.	193 92		116,759 60	9,270 00	
2	Algoma Central & Hudson Bay			156,302 47	6,585 93	
3	Atlantic, Quebec & Western			16,076 17	2,007 93	
4	Algoma Eastern			29,229 17	3,020 34	
5	Bay of Quinte	7,800 00		93,281 81	4,794 68	
6	Bedlington & Nelson			980 00	56 06	
7	Brandon, Sask. & Hudson Bay			42,465 70	491 16	
8	British Yukon			44,604 26	4,084 80	
9	Brockville, Westport & Northwestern			19,547 14	883 55	
10	Canada Southern	24,731 80	30,986 24	2,990,221 50	34,713 53	
11	Canadian Govt. Rys.—Intercolonial	11,180 95		5,288 521 96	24,731 15	
12	Canadian Govt. Rys.—P. E. Island			211,262 04	1,572 25	
13	Canadian Northern			5,869,057 71	46,182 96	
14	Canadian Northern, Ontario	10,304 00		290,715 26	4,982 54	
15	Canadian Northern, Quebec	3,767 74	300 00	554,425 14	5,004 82	
16	Canadian Pacific	28,645 65	11,448 62	31,537,518 82	290,947 17	
17	Cape Breton			7,376 06	1,928 46	
18	Caraquet			23,645 33	4,462 96	
19	Carillon & Grenville			1,888 00		
20	Central Ontario			90,527 38	3,440 00	
21	Crows Nest Southern			69,308 63	981 48	
22	Cumberland Ry. & Coal Co			29,554 54	1,164 55	
23	Dominion Atlantic			259,189 08	13,436 16	
24	Elgin & Havelock			4,502 73	625 42	
25	Eastern British Columbia			11,348 17		
26	Grand Trunk	84,50 07	133,021 46	11,474,105 69	187,685 78	
27	Grand Trunk (Canada Atlantic)	630 00	1,455 01	926,545 92	8,825 08	
28	Halifax & Southwestern			202,721 25	6,792 72	
29	Hereford		22 68	42,351 02	780 15	
30	Inverness Ry. & Coal Co			49,752 56	1,754 43	
31	Irondale, Bancroft & Ottawa			11,311 09		
32	Kaslo & Slocan			3,343 45		
33	Kent Northern			4,500 00	1,200 00	
34	Kettle Valley			1,751 50	297 03	
35	Kingston & Pembroke			75,237 79	4,278 93	
36	Klondike Mines			16,009 82	6,750 00	
37	Lotbiniere & Megantic			9,800 00	4,038 25	
38	London & Port Stanley	168 37	2,539 05	90,919 73	642 70	
39	Manitoba Great Northern			32,634 70	338 90	
40	Maritime Coal, Ry. & Power Co			24,258 54	1,815 00	
41	Massawippi Valley	525 00		108,413 17	614 75	
42	Montreal & Atlantic	536 69		418,647 40		
43	Montreal & Province Line	165 00		36,115 74	457 88	
44	Montreal & Vermont Junction	45		40,619 68	1,280 63	
45	Morrissey, Fernie & Michel			42,630 39	1,895 00	
46	Moncton & Buctouche			8,209 01	1,800 00	
47	Napierville Junction			25,452 69	291 92	
48	Nelson & Fort Sheppard			45,804 37	605 48	
49	New Brunswick Coal & Ry. Co			27,721 02	2,626 14	
50	New Brunswick & P. E. Island			10,744 57	1,428 60	
51	New Westminster Southern			12,983 57	440 79	
52	North Shore Ry. Co			2,279 50		
53	Nova Scotia Steel & Coal Co			5,920 76		
54	Ottawa & New York	1,718 24		80,607 65	1,391 40	
55	Pere Marquette	24,621 89	81 42	868,166 04	7,107 35	
56	Phillipsburg Ry. & Quarry Co				2,500 00	
57	Princeton Branch of Washington Co			6,910 98	9 15	

for the Year ending June 30, 1911—*Continued.*

140	141	142	143	144	145	146	
General Expenses.							
Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Number.
$ cts.	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	
5,592 58	3,620 21	819 42	1,880 89			1,042 97	1
3,777 78	2,494 39	1,628 00	5,689 11	421 13		656 52	2
363 49	322 25		110 07			48 00	3
1,560 71	748 15	639 70	492 92	135 35		215 48	4
739 22	442 57	110 68	2,039 82			348 84	4
24 19		648 87	138 31				6
1,027 41	79 59	1,119 59	1,003 13		3 69	101 24	7
3,421 99	1,907 37	191 41	1,471 74			334 64	8
499 75	138 06	1,005 07	152 58			74 93	9
70,690 02	9,948 88	31,818 32	1,862 54		8,046 85	9,255 57	10
93,615 86	3,030 08	12,686 46		9,399 96	69,012 77	11,658 90	11
6,407 91	578 47	24 15		4,560 38		734 06	12
141,245 97	25,461 08	43,724 71	130,796 88			19,769 56	13
9,948 01	1,762 91	2,520 18	9,451 49			1,109 19	14
11,628 36	1,254 90	10,328 81	8,253 45			1,524 03	15
499,764 17	88,473 42	333,245 21	328,800 00			92,415 56	16
	36 59		321 32			80 43	17
	115 00		218 00			157 68	18
	12 00					15 41	19
1,389 10	1,111 14	130 00	1,100 80			108 27	20
1,902 26	136 43	3,125 23	1,846 97		5 85	198 65	21
724 64	2,417 00		372 00				22
8,447 68	3,110 54	3,150 01	5,180 53	90 00	1,825 00	949 14	23
			43 50			54 84	24
576 39	2 00		258 74			55 00	25
237,157 41	37,591 07	69,011 37	113,400 18	11,883 23	101 913 90	31,662 16	26
19,451 60	2,424 12	3,947 47	23,676 34		1,000 00	1,918 11	27
7,739 85	1,290 96	523 94	3,080 42			551 27	28
1,308 96	98 97	699 15	912 48		55 34	147 24	29
3,326 78	742 96	47 36	1,051 38		421 80	171 91	30
1,200 45	124 85		110 90			34 90	31
479 74	7 24	41 30	223 25			20 30	32
400 00	30 00	50 00	120 00				33
36 00	46 65		188 03			26 50	34
1,494 45	60 34	185 68	1,247 84			151 96	35
2,926 50	608 29	430 00	420 00			176 45	36
1,125 00	1,211 67		75 71			22 08	37
2,493 05	147 85	793 91	926 87			243 98	38
771 27	55 93	1,130 56	1,064 20		2 46	81 86	39
						170 59	40
1,878 76	12 82	735 88	408 52				41
20,842 83		3,900 66	2,669 51			100 00	42
869 98	16 21	173 61	214 48			119 41	43
2,153 62	40 34	224 24	536 30			298 63	44
1,586 00		39 21	815 04	1,497 48		386 35	45
585 00	287 64					194 27	45
723 36	147 29		21 84			145 44	47
991 08	68 36	2,295 97	433 05		3 22	89 97	48
1,210 00		5 50	240 68			181 54	49
350 00	50 00					15 00	50
450 99	29 73	860 43	244 71		1 24	43 77	52
	53 53						52
							53
3,217 54	1,072 84	1,712 56	725 41		13 37	508 29	54
29,496 25	1,603 50	8,670 93	8,086 21			2,656 00	55
600 00	10 00						56
180 69		92 25				7 99	57

Table 8.—Summary of Operating Expenses

Number.	Name of Railway.	133	134	135	138	139
			Transportation Expenses—*Continued.*			
			Operating Joint Tracks. Dr.	Operating Joint Tracks. Cr.	Total Transportation Expenses.	Salaries and Expenses of General Officers.
			$ cts.	$ cts.	$ cts.	$ cts.
58	Quebec Central				429,605 34	16,480 26
59	Quebec & Lake St. John		300 00	300 00	303,309 43	15,495 98
60	Quebec Ry. Light & Power Co.				26,020 00	1,045 52
61	Quebec, Montreal & Southern			2,613 45	148,502 82	2,833 71
62	Quebec Oriental				37,735 26	3,314 14
63	Red Mountain				15,405 46	201 08
64	Rutland & Noyan				5,493 34	195 36
65	Salisbury & Albert				11,098 51	1,579 50
66	Schomberg & Aurora				8,021 16	
67	Stanstead, Shefford & Chambly		120 71		42,888 65	454 97
68	St. Clair Tunnel				54,882 86	
69	St. Lawrence & Adirondack		9,080 00		247,482 30	1,165 46
70	St. Martins				6,121 81	360 00
71	Sydney & Louisburg		979 98		188,054 36	524 00
72	Temiscouata				66,270 12	6,016 11
73	Temiskaming & Northern Ontario		40 00		508,895 97	17,317 82
74	Thousand Islands				21,624 69	3,035 25
75	Toronto, Hamilton & Buffalo		1,756 33	109 05	406,267 33	10,337 68
76	Vancouver, Victoria & Eastern				305,189 12	2,771 36
77	Victoria Terminal Ry. & Ferry Co.				1,192 72	150 91
78	Victoria & Sidney, B. C.				17,487 16	
79	Wabash (in Canada)		103,325 74	15 64	1,028,710 15	11,836 18
80	York & Carleton				2,232 75	
	Total		239,042 53	182,892 62	66,343,269 58	803,131 25

for the Year ending June 30, 1911—*Continued.*

140	141	142	143	144	145	146	
General Expenses							
Salaries and Expenses of Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
9,190 93	2,103 88	945 83	7,200 00	.....	3,974 08	1,102 69	58
9,270 76	880 29	3,545 29	4,318 34	.....	.....	850 75	59
1,802 04	758 20	118 90	956 37	81	.....	201 58	60
6,885 22	1,754 50	807 47	1,700 00	.....	.....	407 03	61
1,681 51	599 32	.....	245 00	.....	.....	214 54	62
371 91	27 23	525 78	235 16	.....	1 26	36 85	63
174 76	28 41	73 32	.....	.....	.....	23 60	64
.....	28 00	178 42	54 50	.....	.....	18 43	65
110 00	49 40	14 00	15 75	.....	.....	50 29	66
866 18	16 02	178 65	214 49	.....	.....	119 40	67
.....	.....	.....	3,135 90	.....	.....	.....	68
4,612 79	1,632 28	1,159 94	318 32	.....	25 04	689 14	69
350 00	.....	.....	143 50	.....	.....	190 07	70
1,913 78	11,814 52	.....	1,463 34	516 00	.....	.....	71
405 50	637 38	311 10	1,586 79	.....	.....	327 84	72
24,651 64	4,724 68	5,543 35	23,190 79	.....	.....	1,481 96	73
315 65	21 64	54 15	266 41	.....	.....	61 85	85
9,664 83	1,040 56	3,492 18	3,704 11	.....	.....	1,153 60	75
5,451 83	385 26	8,149 69	6,290 87	.....	17 15	524 10	76
.....	14,58	5 65	5 90	.....	.....	29 84	77
2,250 54	215 23	75 60	60 00	.....	.....	481 79	78
34,020 23	6,162 28	18,195 72	8,650 11	.....	.....	2,193 30	79
.....	.....	.....	35 00	.....	.....	16 50	80
1,322,385 75	227,932 86	585,862 84	726,168 79	28,504 34	186,323 02	191,210 03	

TABLE 8.—SUMMARY of Operating Expenses

No.	Name of Railway.	177	148	150	151	153
			GENERAL EXPENSES—*Continued.*			
			Other Expenses.	General Administration, Joint Tracks, Yards and Terminals. Dr.	General Administration, Joint Tracks, Yards and Terminals. Cr.	Total General Expenses.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co		4,245 39			26,471 46
2	Algoma Central and Hudson Bay		7,359 03			28,611 89
3	Atlantic, Quebec and Western		76 55			2,928 30
4	Algoma Eastern		2,019 14			8,831 79
5	Bay of Quinte		168 89			8,644 70
6	Bedlington and Nelson					867 43
7	Brandon, Saskatchewan and Hudson Bay		189 05			4,014 86
8	British Yukon		156 17			11,568 12
9	Brockville, Westport and North Western		51 40			2,805 34
10	Canada Southern		3,578 30	117 73		170,031 74
11	Canadian Govt. Railways (Intercolonial)		5,213 79			229,348 97
12	Canadian Govt. Railways (P. E. Island)		150 18			14,027 40
13	Canadian Northern		39,716 20			446,897 36
14	Canadian Northern, Ontario		438 07			30,212 39
15	Canadian Northern, Quebec		4,642 62			42,636 99
16	Canadian Pacific		215,502 25			1,849,147 78
17	Cape Breton		57 00			2,423 80
18	Caraquet		1,321 19			6,274 83
19	Carillon and Grenville		10 00			37 41
20	Central Ontario					7,279 31
21	Crow's Nest Southern		321 13			8,518 00
22	Cumberland Railway and Coal Co					4,678 19
23	Dominion Atlantic		3,082 97			39,272 03
24	Elgin and Havelock		72 33			796 09
25	Eastern British Columbia					892 13
26	Grand Trunk		43,841 99		6,547 11	827,599 98
27	Grand Trunk (Canada Atlantic)		452 97		11 85	61,683 84
28	Halifax and Southwestern		188 40			20,167 56
29	Hereford		254 07			4,256 36
30	Inverness Railway and Coal Co					7,516 62
31	Irondale, Bancroft and Ottawa		16 98			1,488 08
32	Kaslo and Slocan					771 83
33	Kent Northern		200 00			2,000 00
34	Kettle Valley		49 91			644 12
35	Kingston and Pembroke		1,888 80			9,308 00
36	Klondike Mines		606 09			11,917 33
37	Lotbiniere and Megantic		1,157 12	10 00		7,642 83
38	London and Port Stanley		263 22		103 10	5,408 48
39	Manitoba Great Northern		123 95	48 76	14 89	3,603 00
40	Maritime Coal, Railway and Power Co		39 80			2,025 39
41	Massawippi Valley					3,650 73
42	Montreal and Atlantic		427 60			27,940 60
43	Montreal and Province Line		41 91			1,893 48
44	Montreal and Vermont Junction		82 31			4,616 07
45	Morrissey, Fernie and Michel		643 33	11,858 80		18,721 21
46	Moncton and Buctouche		1,100 64			3,967 55
47	Napierville Junction		321 25			1,651 10
48	Nelson and Fort Sheppard		3,404 83			7,891 96
49	New Brunswick Coal and Railway Co		6,205 19			10,469 05
50	New Brunswick and P. E. Island					1,843 60
51	New Westminster Southern		348 59			2,420 25
52	North Shore Railway Co					53 53
53	Nova Scotia Steel and Coal Co					
54	Ottawa and New York		240 77	3 78		8,885 96
55	Pere Marquette		2,832 63			60,452 87
56	Phillipsburg Railway and Quarry Co					3,110 00
57	Princeton Branch of Washington Co		28 11			318 19

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

151	155	156	157	158	160	
RECAPITULATION OF EXPENSES.						
Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
80,993 12	25,425 45	.....	116,759 60	26,471 46	249,649 63	1
112,869 47	65,761 62	1,856 98	156,302 47	28,611 89	365,402 43	2
11,633 19	1,413 56	.....	16,076 17	2,928 30	32,051 22	3
11,926 44	13,574 55	307 81	29,229 17	8,831 79	63,869 76	4
29,247 52	23,684 31	3,001 89	93,281 81	8,644 70	157,860 23	5
8,387 71	436 31	2 63	980 00	867 43	10,674 08	6
36,394 55	10,968 18	3,012 95	42,465 70	4,014 86	96,856 24	7
43,950 75	14,453 46	5,201 93	44,604 26	11,568 12	119,778 52	8
11,090 66	3,249 67	798 35	19,547 14	2,805 34	37,491 16	9
1,028,417 82	1,120,660 22	235,556 48	2,990,221 50	170,031 74	5,544,887 76	10
1,758,850 54	2,264,770 99	198,198 50	5,288,521 96	229,348 97	9,739,690 96	11
119,015 14	84,995 91	1,146 17	211,262 04	14,027 40	430,446 66	12
2,361,956 23	2,092,237 75	263,542 95	5,869,057 71	446,897 36	11,033,692 00	13
114,981 79	88,708 88	16,421 89	290,715 26	30,212 39	541,040 21	14
240,737 01	120,033 25	17,782 80	554,425 14	42,636 99	975,615 19	15
15,561,086 29	12,056,260 11	2,623,280 98	31,537,518 82	1,849,147 78	63,627,293 98	16
6,383 72	1,680 84	347 03	7,376 06	2,423 80	18,211 45	17
16,819 65	7,061 39	1,045 00	23,645 33	6,274 83	54,846 20	18
1,761 00	1,125 00	.....	1,888 00	37 41	4,811 41	19
52,223 55	17,571 73	2,919 32	90,527 38	7,279 31	170,521 29	20
81,684 00	26,235 32	4,932 17	69,308 63	8,518 00	190,678 12	21
14,708 95	4,368 93	32 50	29,554 54	4,678 19	53,343 11	22
111,588 03	58,657 11	28,508 87	259,189 08	39,272 03	497,215 12	23
4,321 84	760 95	.....	4,502 73	796 09	10,381 61	24
7,839 76	2,522 85	.....	11,348 17	892 13	22,602 91	25
4,215,547 23	5,601,224 78	1,030,657 21	11,474,105 69	827,599 98	23,149,134 89	26
348,565 18	299,881 96	81,143 53	926,545 92	61,683 84	1,717,820 43	27
113,984 53	44,749 58	15,437 41	202,721 25	20,167 56	397,060 33	28
28,992 70	14,007 51	1,171 27	42,351 02	4,256 36	90,778 86	29
29,807 77	26,639 77	323 99	49,752 56	7,516 62	114,040 71	30
10,817 59	1,009 49	136 58	11,311 09	1,488 08	24,762 83	31
1,375 38	1,324 61	.....	3,343 45	771 83	6,815 27	32
5,368 00	1,500 00	50 00	4,500 00	2,000 00	13,418 00	33
3,722 01	.....	81 00	1,751 50	644 12	6,198 63	34
57,608 55	21,367 54	1,735 05	75,237 79	9,308 00	165,256 93	35
14,072 90	1,997 06	511 50	16,009 82	11,917 33	44,508 61	36
9,996 18	2,865 12	.....	9,800 00	7,642 83	30,304 13	37
15,293 09	20,482 35	6,027 15	90,919 73	5,408 48	138,130 80	38
26,517 77	4,285 96	1,978 08	32,634 70	3,603 00	69,019 51	39
8,622 48	8,114 20	.....	24,258 54	2,025 39	43,020 61	40
41,601 66	22,161 15	1,014 34	108,413 17	3,650 73	176,841 05	41
293,715 14	111,658 30	9,618 67	418,647 40	27,940 60	861,580 11	42
23,159 70	5,730 29	1,275 59	36,115 74	1,893 48	68,174 80	43
14,056 05	10,859 15	5,256 48	40,619 68	4,616 07	75,407 43	44
16,988 00	13,871 00	.....	42,630 39	18,721 21	92,210 60	45
8,604 84	2,291 76	.....	8,209 01	3,967 55	23,073 16	46
6,150 76	2,988 46	467 82	25,452 69	1,651 10	36,710 83	47
79,373 57	7,711 38	2,540 90	45,804 37	7,891 96	143,322 18	48
25,025 04	17,550 07	.....	27,721 02	10,469 05	80,765 18	49
9,935 07	4,586 50	.....	10,744 57	1,843 60	27,109 74	50
9,436 57	3,174 65	909 89	12,983 57	2,420 25	28,924 93	51
890 26	.....	.....	2,279 50	53 53	3,223 29	52
3,566 66	494 10	.....	5,920 76	.....	9,981 52	53
43,353 87	20,476 58	6,431 91	80,607 65	8,885 96	159,755 97	54
282,686 32	405,484 10	64,689 74	864,166 04	60,452 87	1,677,479 07	55
.....	.....	.....	.....	3,110 00	3,110 00	56
1,906 17	2,470 97	115 83	6,910 98	318 19	11,722 14	57

TABLE 8.—SUMMARY of Operating Expenses

No.	Name of Railway.	147	148	150	151	153
			GENERAL EXPENSES—*Continued.*			
			Other Expenses.	General Administration, Joint Tracks, Yards and Terminals. Dr.	General Administration, Joint Tracks, Yards and Terminals. Cr.	Total General Expenses.
			$ cts.	$ cts.	$ cts.	$ cts.
58	Quebec Central		31,798 51			72,796 18
59	Quebec and Lake St. John		171 15			34,532 56
60	Quebec Railway, Light and Power Co.		1,333 05	7 21		6,223 68
61	Quebec, Montreal and Southern		526 32			14,914 25
62	Quebec Oriental		473 64			6,528 15
63	Red Mountain		70 82			1,471 09
64	Rutland and Noyan		14 64			510 09
65	Salisbury and Albert		229 24			2,088 09
66	Schomberg and Aurora		95 30			334 74
67	Stanstead, Shefford and Chambly		36 11			1,885 82
68	St. Clair Tunnel		67 44			3,203 34
69	St. Lawrence and Adirondack		235 90			9,838 87
70	St. Martins		44 42			1,087 99
71	Sydney and Louisburg		807 62			17,039 26
72	Temiscouata		3,781 52	540 00		13,606 24
73	Temiskaming and Northern Ontario		1,427 16	24 90		78,362 30
74	Thousand Islands		67 10			3,822 05
75	Toronto, Hamilton and Buffalo		326 49		633 88	29,085 57
76	Vancouver, Victoria and Eastern		1,827 81			25,418 07
77	Victoria Terminal Railway and Ferry Co.		2 45			209 33
78	Victoria and Sydney, B.C.		32 64			3,115 80
79	Wabash (in Canada)		2,479 72	8,235 13	1,995 99	89,776 68
80	York and Carleton					51 50
	Final total		398,981 16	20,846 31	9,306 82	4,487,039 53

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Concluded.*

154	155	156	157	158	160	
Recapitulation of Expenses.						
Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic Expenses.	Transportation Expenses.	General Expenses.	Total Operating Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
157,062 66	135,329 73	26,009 21	429,605 34	72,796 18	820,803 12	58
128,675 81	110,044 49	10,528 93	303,309 43	34,532 56	587,091 22	59
7,294 38	7,935 51	1,443 40	26,020 00	6,223 68	48,916 97	60
67,917 06	64,666 56	4,688 73	148,502 82	14,914 25	300,689 42	61
30,702 30	9,104 38	.....	37,735 26	6,528 15	84,070 09	62
24,846 58	2,010 45	615 89	15,405 46	1,471 09	44,349 47	63
1,186 73	1,946 76	427 48	5,493 34	510 09	9,564 40	64
13,607 20	4,831 99	3 00	11,098 51	2,088 09	31,628 79	65
5,135 87	1,026 51	.....	8,021 16	334 74	14,518 28	66
30,308 62	2,168 74	1,893 89	42,888 65	1,885 82	79,145 72	67
34,511 64	12,861 08	.....	54,882 86	3,203 34	105,458 92	68
74,622 88	33,900 83	6,457 17	247,482 30	9,838 87	372,302 05	69
3,774 36	1,407 24	233 84	6,121 81	1,087 99	12,625 24	70
66,818 16	98,574 87	514 63	188,054 36	17,039 26	371,001 28	71
48,072 63	30,707 07	3,525 38	66,270 12	13,606 24	162,181 44	72
352,501 76	145,806 89	17,052 85	508,895 97	78,362 30	1,102,619 77	73
4,163 30	2,902 23	268,81	21,624 69	3,822 05	32,781 08	74
140,830 14	90,504 11	15,715 82	406,267 33	29,085 57	682,402 97	75
216,233 81	66,582 04	14,234 71	305,189 12	25,418 07	627,657 75	76
597 96	212 68	71 73	1,192 72	209 33	2,284 42	77
9,049 85	3,098 33	958 92	17,487 16	3,115 80	33,710 06	78
246,122 75	514,323 25	87,628 97	1,028,710 15	89,776 68	1,966,561 80	79
1,447 00	115 65	.....	2,232 75	51 50	3,846 90	80
29,245,093 22	26,127,638 12	4,831,744 50	66,343,269 58	4,487,039 53	131,034,784 95	

TABLE 9.—Income Account,

Number.	Name of Railway.	Net Operating Revenue.	Net Operating Deficit.	Outside Operations.			
				Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Alberta Ry. & Irrigation Co.	95,472 11					
2	Algoma Central & Hudson Bay	213,297 07		221,411 99	157,078 15	64,333 84	
3	Algoma Eastern	34,751 90					
4	Atlantic, Quebec & Wes'n		7,576 15				
5	Bay of Quinté	58,182 66					
6	Bedlington & Nelson		8,601 81				
7	Brandon, Sask'n. & Hudson Bay		31,488 47				
8	British Yukon	201,586 76					
9	Brockville, Westport and Northwestern	30,012 31					
	Canadian Govt. Rys.—						
10	Intercolonial	281,877 43					
11	P. E. Island		87,861 22				
12	Canada Southern	3,624,471 43		132,200 67	131,031 08	1,169 59	
13	Canadian Northern	5,327,020 39					
14	Canadian Northern Ont.	22,350 03					
15	Canadian Northern Que.	105,314 42					
16	Canadian Pacific	33,971,789 14		18,365,998 14	13,166,841 17	5,199,156 97	
17	Cape Breton		9,443 16				
18	Caraquet	202 61					
19	Carillon & Grenville		1,955 39				
20	Central Ontario	143,584 56					
21	Crowsnest Southern		51,621 75				
22	Cumberland Ry. & Coal Co.	2,034 11					
23	Dominion Atlantic	238,796 55		520,736 44	497,008 52	23,727 92	
24	Elgin & Havelock	606 61					
25	Eastern Brit. Columbia	15,575 01					
26	Grand Trunk	9,650,943 65		197,397 10	191,680 58	5,716 52	
27	Grand Trunk (Can. Atl.)	218,107 99					
28	Halifax & Southwestern	38,750 12					
29	Hereford		28,691 37				
30	Inverness Coal & Ry. Co.	93,189 27					
31	Irondale, Bancroft and Ottawa	1,279 46					
32	Kaslo & Slocan		950 19				
33	Kent Northern	5,421 41					
34	Kettle Valley		3,179 20				
35	Kingston & Pembroke	42,023 55					
36	Klondike Mines	2,793 82		5,522 50	6,669 61		1,147 11
37	London & Port Stanley		17,436 59				
38	Lotbiniere & Megantic	582 55					
39	Manitoba Great North'n		18,432 01				
40	Maritime Coal, Ry. & Power Co	28,906 00					
41	Massawippi Valley	33,263 40					
42	Montreal & Atlantic	194,033 24					
43	Montreal & Prov. Line	48,171 02					
44	Montreal & Vermont Jct.	49,853 67					
45	Moncton & Buctouche	3,095 90					
46	Morrissey, Fernie and Michel	16,084 25					
47	Napierville Junction	35,636 97					
48	Nelson & Ft. Sheppard		63,319 51				
49	New Brunswick Coal and Ry. Co.		14,288 47				
50	New Brunswick & P. E. Island	5,694 44					
51	New Westminster S'th'n	15,102 67					
52	North Shore	208 51					

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911.

Total Net Revenue.	Taxes Deduction.	Total Operating		Other Income from all other Sources.	Total Gross Corporate		Number.
		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
95,472 11	11,008 85	84,463 26			81,463 26		1
277,630 91	2,610 79	275,020 12			275,020 12		2
34,751 90	187 25	34,564 65		200 00	34,764 65		3
			7,576 15			7,576 15	4
58,182 66	3,041 99	55,140 67			55,140 67		5
	1,970 24		10,572 05			10,572 05	6
	1,328 29		32,816 76	351 64		32,462 12	7
201,586 76	5,807 53	195,779 23		17,961 67	213,740 90		8
30,012 31	1,120 77	28,891 54			28,891 54		9
							10
							11
3,625,641 02	41,369 50	3,584,271 52		329,061 09	3,913,332 61		12
5,327,020 39	201,721 41	5,125,298 98			5,125,298 98		13
22,350 03	19,182 52	3,167 51		21,680 62	24,848 13		14
105,314 42	5,076 58	100,237 84			100,237 84		15
39,170,946 11	922,277 22	38,248,668 89		6,639,401 68	44,888,070 57		16
							17
							18
							19
143,584 56	3,636 32	139,948 24			139,948 24		20
	9,419 56		61,041 31	458 82		60,582 49	21
							22
262,524 47	427 26	262,097 21		15,330 40	277,427 61		23
							24
15,575 01	1,107 00	14,468 01			14,468 01		25
9,656,660 17	511,461 83	9,145,198 34		2,134,695 53	11,279,893 87		26
218,107 99	33,554 68	184,553 31		83,986 41	268,539 72		27
38,750 12	25 00	38,725 12			38,725 12		28
	1,701 29		30,392 66	22 34		30,370 32	29
							30
1,279 46	857 93	421 53			421 53		31
	1,450 00		2,400 19	60 50		2,339 69	32
5,421 41		5,421 41			5,421 41		33
	3,316 59		6,495 79			6,495 79	34
42,023 55	3,593 32	38,430 23		513 92	38,944 15		35
1,646 71		1,646 71			1,646 71		36
	3,072 63		20,509 22	3,741 14		16,768 08	37
582 55		582 55			582 55		38
	1,212 75		19,644 76	449 02		19,195 74	39
28,906 00		28,906 00			28,906 00		40
33,263 40	2,067 50	31,195 90		1,513 00	32,708 90		41
194,033 24	15,767 30	178,265 94		1,400 00	179,665 94		42
48,171 02	4,625 00	43,546 02		332 00	43,878 02		43
49,853 67	1,675 00	48,178 67		228 50	48,407 17		44
							45
16,084 25		16,084 25			16,084 25		46
35,636 97	825 35	34,811 62		25 69	34,837 31		47
	7,267 86		70,587 37	72 50		70,514 87	48
							49
5,694 44		5,694 44			5,694 44		50
15,102 67	575 28	14,527 39		29 00	14,556 39		51
208 51		208 51			208 51		52

TABLE 9.—Income Account,

Number.	Name of Railway.	Net Operating Revenue.	Net Operating Deficit.	Outside Operations.			
				Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
53	Nova Scotia Steel & Coal Co.		3,906 79				
54	Ottawa & New York		3,078 91				
55	Père Marquette	779,403 87					
56	Phillipsburg Ry. and Quarry Co.	2,567 60					
57	Princeton Br. of the Washington Co. Ry. (U.S.)	15,894 68					
58	Quebec Central	383,369 71					
59	Quebec Oriental	1,886 85					
60	Quebec & Lake St. John	43,520 08					
61	Quebec Ry. Light and Power Co.	19,986 63					
62	Quebec, Montreal and Southern	16,707 75					
63	Red Mountain		29,495 58				
64	Rutland & Noyan	5,933 94					
65	Salisbury & Albert		3,323 20				
66	Schomberg & Aurora		2,904 86				
67	Stanstead, Shefford and Chambly	10,457 79					
68	St. Clair Tunnel	187,555 08					
69	St. Martins	2,569 56					
70	St. Lawrence & Adirondack	193,457 52					
71	Sydney & Louisburg	84,709 00					
72	Temiscouata	48,932 12					
73	Temiskaming & North'n Ontario	387,632 22					
74	Thousand Islands	4,400 49					
75	Toronto, Hamilton and Buffalo	523,687 57					
76	Vancouver, Victoria and Eastern	62,962 28					
77	Victoria & Sidney	20,611 25		1,626 65	155 56	1,471 09	
78	Victoria Terminal Ry. and Ferry	2,503 96					
79	Wabash in Canada	435,448 35					
80	York & Carleton	1,998 20					
	Total	58,086 263 49	387,554 63	19,444,893 49	14,150,464 67	5,295,575 93	1,147 11

SESSIONAL PAPER No. 20b

for the Year ending June 30, 1911—*Continued.*

Total Net Revenue.	Taxes Deduction.	Total Operating Income.	Total Operating Loss.	Other Income from all other Sources.	Total Gross Corporate Income.	Total Gross Corporate Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							53
	2,346 10		5,425 01	337 74		5,087 27	54
779,403 87		779,403 87		205,146 25	984,550 12		55
							56
15,894 68		15,894 68			15,894 68		57
383,369 71	12,638 69	370,731 02		13,388 40	384,119 42		58
1,886 85		1,886 85			1,886 85		59
43,520 08	3,584 49	39,935 59			39,935 59		60
							61
16,707 75	7,754 98	8,952 77		163,632 81	172,585 58		62
	1,419 63		30,915 21	8 00		30,907 21	63
5,933 94	28 67	5,905 27		4,000 00	9,905 27		64
							65
			2,904 86			2,904 86	66
10,457 79	2,250 00	8,207 79		90 42	8,298 21		67
187,555 08	29,426 99	158,128 09		1,534 91	159,663 00		68
2,569 56		2,569 56			2,569 56		69
193,457 52	3,275 60	190,181 92		10 00	190,191 92		70
							71
48,932 12	3,401 00	45,531 12		3,709 29	49,240 41		72
387,632 22		387,632 22		39,530 41	427,162 63		73
4,400 49	78 35	4,322 14			4,322 14		74
523,687 57	5,000 00	518,687 57		46,812 30	565,499 87		75
62,962 28	45,634 09	17,328 19		12,333 02	29,661 21		76
22,082 34	566 50	21,515 84		83 75	21,599 59		77
2,503 96	737 80	1,766 16		520 35	2,286 51		78
							79
							80
62,454,976 60	1,942,485 28	60,546,996 26	301,281 34	9,742,656 12	70,284,147 68	295,776 64	

TABLE 9.—Income Account,

No.	Name of Railway.	Deductions from: Rents, accrued for Lease of Other Roads.	Other Rents.	Loss on Separately Operated Properties.
		$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.		16,860 13	
2	Algoma Central and Hudson Bay		29,474 09	
3	Algoma Eastern		8,381 83	
4	Atlantic, Quebec and Western		1,986 78	
5	Bay of Quinté			
6	Bedlington and Nelson		4,184 82	
7	Brandon, Saskatchewan and Hudson Bay		4,247 78	
8	British Yukon			
9	Brockville, Westport and North Western		403 51	
12	Canada Southern		997,712 91	
13	Canadian Northern	225,210 00	134,904 16	
14	Canadian Northern Ontario		600 00	
15	Canadian Northern, Quebec		11,970 00	
16	Canadian Pacific	2,267,868 72	346,735 88	
20	Central Ontario		4,453 02	
21	Crows Nest Southern		11,101 51	
23	Dominion Atlantic	66,405 45	8,870 84	
25	Eastern British Columbia		849 40	
26	Grand Trunk	755,336 22	451,532 44	
27	Grand Trunk, Canada Atlantic	25,000 00	1,114 00	
28	Halifax and South Western		3,405 97	
29	Hereford		944 08	
31	Irondale, Bancroft and Ottawa		988 75	
32	Kaslo and Slocan			
33	Kent Northern			
34	Kettle Valley		657 08	
35	Kingston and Pembroke			
37	London and Port Stanley	16,846 48	13,363 47	
38	Lotbinière and Megantic			
39	Manitoba Great Northern		8,794 01	
40	Maritime Coal, Railway and Power Co.		5,769 01	
41	Massawippi Valley	24,000 00	24,647 25	
42	Montreal and Atlantic	33,120 00	34,569 36	
43	Montreal and Province Line		16,219 96	
44	Montreal and Vermont Junction		18,394 99	
46	Morrissey, Fernie and Michel			
47	Napierville Junction		6,780 27	
48	Nelson and Fort Sheppard		5,246 27	
50	New Brunswick and Prince Edward Island		1,098 34	
51	New Westminster Southern		3,224 57	
52	North Shore			
54	Ottawa and New York		13,107 61	
55	Père Marquette, in Canada	166,762 74	496,859 23	
57	Princeton Branch		352 69	
58	Quebec Central			
59	Quebec Oriental		4,482 44	
60	Quebec and Lake St. John		5,382 69	
62	Quebec, Montreal and Southern		1,971 43	
63	Red Mountain		786 65	
64	Rutland and Noyan			
66	Schomberg and Aurora			
67	Stanstead, Shefford and Chambly		15,784 23	
68	St. Clair Tunnel			
69	St. Martins			
70	St. Lawrence and Adirondack		112,470 62	
72	Temiscouata			
73	Temiskaming and Northern Ontario			
74	Thousand Islands		47 05	
75	Toronto, Hamilton and Buffalo		103,061 94	
76	Vancouver, Victoria and Eastern		39,919 02	
77	Victoria and Sidney		2,429 71	
78	Victoria Terminal Railway and Ferry Co.		171 00	
	Total	3,580,549 61	2,976,312 79	

for the Year ending June 30, 1911—*Continued.*

Gross Corporate Income.					Net Corporate.		No.
Interest accrued on Funded Debt.	Other Interest.	Sinking Funds.	all other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
				16,860 13	67,603 13		1
150,000 02				179,474 11	95,546 01		2
15,421 84	14,926 76			38,730 43		3,965 78	3
				1,986 78		9,562 93	4
44,000 00	6,166 18	10,000 00		60,166 18		5,025 51	5
				4,184 82		14,756 87	6
				4,247 78		36,709 90	7
101,669 94			16,417 53	118,087 47	95,653 43		8
18,000 00				18,403 51	10,488 03		9
1,145,200 00				2,142,912 91	1,770,419 70		12
4,150,091 49				4,510,205 65	615,093 33		13
	151 99			751 99	24,096 14		14
342,230 44	15,000 00			369,200 44		268,962 60	15
2,004,298 33	35,506 27			4,654,409 20	40,233,661 37		16
48,722 21		9,733 33		62,908 56	77,039 68		20
				11,101 51		71,684 00	21
217,441 65				292,717 94		15,290 33	23
25,200 00				26,049 40		11,581 39	25
5,491,607 55			996,469 63	7,694,945 84	3,584,948 03		26
626,743 76			13,957 92	666,815 68		398,275 96	27
12,750 00				16,155 97	22,569 15		28
32,000 00			500 00	33,444 08		63,814 40	29
				988 75		567 22	31
45,000 00	14 05			45,014 05		47,353 74	32
2,160 00	40 00		2,000 00	4,200 00	1,221 41		33
22,000 00				22,657 08		29,152 87	34
	17,160 00			17,160 00	21,784 15		35
				30,209 95		46,978 03	37
			27 42	27 42	555 13		38
				8,794 01		27,989 75	39
				5,769 01	23,136 99		40
				48,647 25		15,938 35	41
52,650 00				120,339 36	59,326 58		42
8,000 00				24,219 96	19,658 06		43
		20,000 00		38,394 99	10,012 18		44
3,871 32				3,871 32	12,212 93		46
				6,780 27	28,057 04		47
				5,246 27		75,761 14	48
4,456 30				5,554 64	139 80		50
				3,224 57	11,331 82		51
2,100 00				2,100 00		1,891 49	52
				13,107 61		18,194 88	54
249,800 00				913,421 97	71,128 15		55
3,150 00				3,502 69	12,391 99		57
117,740 80				117,740 80	266,378 62		58
73,050 00			4,812 39	82,344 83		80,457 98	59
203,414 45	2,120 02			210,917 16		170,981 57	60
	264,429 70			266,401 13		93,815 55	62
				786 65		31,693 86	63
4,000 00				4,000 00	5,905 27		64
22,925 85				22,925 85		25,830 71	66
6,234 60				22,018 83		13,720 62	67
125,000 00				125,000 00	34,663 00		68
	785 00			785 00	1,784 56		69
48,768 98				161,239 60	28,952 32		70
12,166 66		9,733 33		21,899 99	27,340 42		72
	909 47		3,801 74	4,711 21	422,451 42		73
3,010 00	1,382 38		26 74	4,466 17		144 03	74
171,200 00	11,143 08			285,405 02	280,094 85		75
				39,919 02		10,257 81	76
15,000 00	1,505 16			18,934 87	2,664 72		77
				171 00	2,115 51		78
15,621,076 19	371,240 06	49,466 66	1,038,013 37	23,636 658 68	47,940,424 92	1,590,359 27	

TABLE 9.—INCOME Account,

No.	Name of Railway.	Disposal of Net			
		Dividends on			Total.
		Preferred Stock.	Common Stock.	Other Securities.	
		$ cts.	$ cts.	$ cts.	$ cts.
8	British Yukon	86,080 95	10,000 00		96,080 95
12	Canada Southern		450,000 00		450,000 00
16	Canadian Pacific	7,813,555 38	18,600,000 00		26,413,555 38
20	Central Ontario				
26	Grand Trunk	3,586,103 45			3,586,103 45
29	Hereford		32,000 00		32,000 00
69	St. Martins				
	Total	11,485,739 78	19,092,000 00		30,577,739 78

SESSIONAL PAPER No. 20b

for the Year ended June 30, 1911—*Concluded.*

CORPORATE INCOME.

Additions and Betterments, charged to Income.	Appropriations to Reserve.	Miscellaneous.	Applied to Improvements.	Total Deductions.	Balance to		No.
					Credit of Profit and Loss. Account.	Debit of Profit and Loss. Account.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	7,004 46	.....	.....	103,085 41	.....	7,431 98	8
.....	.....	.....	.....	450,000 00	1,320,419 70	.....	12
.....	.....	.....	235,458 45	26,649 013 83	13,584,647 54	.....	16
3,435 44	.....	64,504 24	.....	67,939 68	9,100 00	.....	20
.....	.....	.....	.....	3,586,103 45	.....	1,155 42	26
1,327 36	.....	.....	.....	33,327 36	.....	97,141 76	29
656 61	.....	.....	.....	656 61	1,127 95	.....	69
5,419 41	7,004 46	64,504 24	235,458 45	30,890,126 34	14,915,295 19	105,729 16	

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ended June 30, 1911.

No.	1 Name of Railway.	2 Passengers Carried.	3 Passengers Carried One Mile.	4 Mileage of Revenue Passenger Trains.	5 Mileage of Revenue Mixed Trains.	6 Total Passenger Revenue.	7 Total Passenger Earnings.	8 Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
1	Alberta Railway and Irrigation Co.	79,446	3,225,998	75,174	19,008	88,807 15	102,376 34	28,391 90
2	Algoma Central and Hudson Bay	21,466	761,465	3,328	40,599	30,411 10	93,538 78	153,495 20
3	Atlantic, Quebec and Western	15,767	349,382	.....	27,681	9,278 17	9,306 32	25 76
4	Algoma Eastern	5,256	49,276	.....	20,212	1,961 65	1,961 65	1,458 29
5	Bay of Quinte	97,435	1,491,055	.....	163,462	34,757 35	44,128 78	6,377 93
6	Bedlington and Nelson	622	4,229	.....	1,808	171 05	249 31	51
7	Brandon, Saskatchewan and Hudson Bay	26,800	857,465	42,504	.....	23,530 35	27,876 47	285 05
8	British Yukon	8,809	645,806	1,342	57,680	57,403 38	63,752 26	5,545 54
9	Brockville, Westport and Northwestern	66,099	1,982,976	28,170	27,990	29,375 49	34,719 00	39 89
10	Canada Southern	1,164,571	93,881,546	1,803,015	133,246	2,211,777 99	2,827,030 21	27,021 50
11	Canadian Government Railways—Intercolonial	3,286,942	166,122,542	2,664,854	380,434	2,772,476 73	3,361,984 09	180,354 67
12	Canadian Government Railways—P.E. Island	361,458	8,114,430	143,358	182,205	156,551 06	187,281 05	10,859 62
13	Canadian Northern	1,394,361	113,506,430	2,294,519	460,115	2,756,415 06	3,214,893 66	1,190,455 34
14	Canadian Northern Ontario	169,388	7,389,130	176,515	169,510	153,572 16	172,351 38	8,494 58
15	Canadian Northern Quebec	483,878	15,580,374	242,498	178,119	295,245 52	326,186 15	11,081 15
16	Canadian Pacific	11,928,943	1,440,649,164	17,393,532	1,680,421	27,689,957 76	31,117,880 29	1,658,222 14
17	Cape Breton	7,523	169,287	.....	19,654	4,890 90	5,171 45	82 49
18	Caraquet	16,864	659,477	.....	43,832	16,866 45	19,759 05	.....
19	Carillon and Grenville	4,329	53,127	.....	2,834	1,515 50	1,515 50	1,260 87
20	Central Ontario	148,848	3,665,571	108,250	53,664	78,239 28	92,607 12	11,559 49
21	Crow's Nest Southern	21,147	545,257	45,115	.....	20,812 80	23,927 39	913 41
22	Cumberland Railway and Coal Co.	33,697	442,557	.....	38,409	13,191 69	16,860 26	17 00
23	Dominion Atlantic	401,028	17,645,232	308,370	191,711	346,512 69	391,318 45	1,114 44
24	Elgin and Havelock	10,719	150,066	.....	19,220	2,600 49	3,368 03	.....
25	Eastern British Columbia	6,278	66,377	.....	7,476	3,650 60	3,875 60	50 95
26	Grand Trunk	10,517,109	525,533,909	7,658,227	513,164	9,495,054 79	11,369,825 94	327,277 69
27	Grand Trunk (Canada Atlantic)	541,490	19,450,481	596,821	127,006	402,470 77	468,209 91	35,728 40
28	Halifax and Southwestern	202,466	7,011,604	89,572	239,122	186,622 61	219,639 79	2,614 27
29	Hereford	28,481	743,473	33,546	21,412	15,634 57	19,182 64	896 41
30	Inverness Railway and Coal Co.	39,808	922,074	.....	43,321	23,900 70	25,380 07	1,279 85

31	Irondale, Bancroft and Ottawa	13,821	312,95	500	33,751	7,095 70	8,555 91	446 30
32	Kaslo and Slocan	733	8,979		1,390	531 87	569 53	69 00
33	Kent Northern	8,500	195,500		16,902	7,293 96	8,526 06	
34	Kettle Valley	623	9,503		1,953	372 10	372 10	20 00
35	Kingston and Pembroke	87,163	2,059,524	30,962	97,956	54,299 54	65,501 45	7,035 99
36	Klondike Mines	1,832	43,184		4,526	6,633 50	7,304 25	1,204 36
37	Lotbinière and Megantic	13,428	218,137		18,720	5,015 91	6,513 51	114 73
38	London and Port Stanley	158,859	2,888,871	64,936	15,453	33,403 27	39,226 63	1,082 88
39	Manitoba Great Northern	8,576	197,416	8,944	23,864	5,341 29	6,548 31	55 18
40	Maritime Coal, Railway and Power Co	25,348	232,288		14,562	7,389 15	8,379 85	40
41	Massawippi Valley	156,702	2,842,129	97,553	215	66,161 79	70,788 03	1,282 27
42	Montreal and Atlantic	317,852	8,202,609	139,332	169,335	188,303 70	221,512 03	22,338 01
43	Montreal and Province Line	171,270	2,512,850	57,435	14,766	53,024 00	60,382 89	1,751 51
44	Montreal and Vermont Junction	137,177	2,596,267	63,677		56,293 27	65,162 33	30 55
45	Morrissey, Fernie and Michel	138,450	844,545		30,914	9,369 75	9,369 75	631 81
46	Moncton and Buctouche	20,474	430,460		20,718	8,809 62	9,784 73	67 29
47	Napierville Junction	14,461	195,675	56	16,956	4,981 38	5,767 30	314 00
48	Nelson and Fort Sheppard	25,411	759,867	37,734		27,417 01	33,555 81	3,968 25
49	New Brunswick Coal and Railway Co	21,287	436,813		69,620	11,567 42	13,216 80	12,512 14
50	New Brunswick and P. E. Island	22,296	441,238	3,315	25,040	8,928 02	10,999 48	95 93
51	New Westminster Southern	23,610	272,666		19,949	10,020 96	14,057 33	164 65
52	North Shore Railway Co	954	7,632		4,848	238 50	238 50	
53	Nova Scotia Steel and Coal Co	8,765	59,070		15,800	1,890 26	2,203 26	
54	Ottawa and New York	111,285	2,965,486	77,290		64,180 83	72,996 34	2,109 89
55	Pere Marquette	294,278	6,198,979	286,700	2,547	125,688 74	161,037 41	9,603 84
56	Phillipsburg Railway and Quarry Co							
57	Princeton Branch of Washington County	81,205	414,145	3,850	6,404	7,175 15	7,839 45	
58	Quebec Central	384,689	16,797,760	233,862	233,043	356,293 72	407,221 34	8,511 51
59	Quebec and Lake St. John	311,900	11,216,693	167,598	68,281	200,842 01	233,643 42	9,989 05
60	Quebec Railway, Light and Power Co	90,431	721,639	7,312	109	9,921 58	9,921 58	2,459 72
61	Quebec, Montreal and Southern	198,472	4,797,077	101,107	116,574	119,192 58	131,248 45	538 48
62	Quebec Oriental	27,631	1,256,006	16,148	42,400	33,113 70	38,034 42	
63	Red Mountain	8,942	80,011		6,570	2,825 01	3,624 10	400 54
64	Rutland and Noyan	121,977	413,502	5,101		9,498 14	9,735 78	
65	Salisbury and Albert	13,786	310,177		38,276	8,376 55	11,079 79	447 09
66	Schomberg and Aurora	20,345	179,036		22,476	5,373 08	5,373 08	40 11
67	Stanstead, Shefford and Chambly	186,110	1,215,543	46,140	16,976	30,458 01	39,731 10	284 26
68	St. Clair Tunnel							
69	St. Lawrence and Adirondack	535,191	12,581,391	172,599		214,814 01	234,664 94	6,074 03
70	St. Martins	9,363	181,595		17,260	4,512 88	5,547 94	217 72
71	Sydney and Louisburg	86,799	1,410,960	40,610		32,660 44	35,581 07	1,245 05
72	Temiscouata	72,412	2,389,515	73,894	69,820	56,802 08	65,073 10	4,850 00
73	Temiskaming and Northern Ontario	479,183	23,525,015	375,597	333	564,115 33	624,562 67	62,358 30
74	Thousand Islands	43,116	258,696		30,608	8,247 75	11,828 45	3,131 34
75	Toronto, Hamilton and Buffalo	538,030	15,829,377	280,794		313,274 25	333,998 31	12,015 61
76	Vancouver, Victoria and Eastern	261,491	7,104,661	138,028	91,090	209,909 41	232,912 86	10,758 39
77	Victoria Terminal Railway and Ferry Co	72,688	66,146	828	664	2,400 05	2,428 78	70 62
78	Victoria and Sydney, B.C	81,965	1,033,734	12,699	9,974	24,632 00	25,057 90	143 13

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1911—*Continued.*

	1	2	3	4	5	6	7	8
No.	Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total Passenger Earnings.	Total other Earnings.
		No.	No.	Miles.	Miles.	$ cts.	$ cts.	$ cts.
79	Wabash in Canada	590,738	37,513,229	732,600	11,975	662,368 40	697,697 29	2,695 55
80	York and Carleton	7,061	70,610	.....	8,535	2,180 50	2,466 10	.....
	Total	37,097,718	2,605,968,924	36,985,911	6,277,468	50,566,893 98	58,317,998 45	3,844,961 84

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ended June 30, 1911—*Continued.*

Number.	8 Name of Railway.	9 Tons Carried.	10 Tons Carried One Mile.	11 Mileage of Revenue Mixed Trains.	12 Mileage of Revenue Freight Trains.	13 Total Freight Revenue.	14 Total Freight Earnings.	15 Total Revenue Train Mileage.	16 Total Gross Earnings.	17 Total Operating Expenses.	18 Mileage Operated on June 30.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
1	Alberta Ry. and Irrigation Co.	165,088	8,555,606	19,008	48,401	214,353 50	214,353 50	142,583	345,121 74	249,649 63	111·82
2	Algoma Central and Hudson	395,635	10,633,079	40,599	12,545	211,975 72	331,665 52	57,972	578,699 50	365,402 43	89 64
3	Atlantic, Quebec and Western	13,115	401,851	27,681	2,550	15,142 99	15,142 99	30,231	24,475 07	32,051 22	52·25
4	Algoma Eastern	465,744	4,718,429	20,212		89,130 80	95,201 72	20,212	98,621 66	63,869 76	22·70
5	Bay of Quinte	299,718	7,791,000	163,462	9,828	165,536 18	165,536 18	173,290	216,042 89	157,860 23	89·39
6	Bedlington and Nelson	2,283	16,008	1,808	76	1,822 45	1,822 45	1,884	2,072 27	10,674 08	15·30
7	Brandon, Saskatchewan and Hudson Bay	42,851	2,064 541		21,077	36,508 39	37,206 25	63,581	65,367 77	96,856 24	69·45
8	British Yukon	28,940	2,425,323	57,680	2,602	252,067 48	252,067 48	61,624	321,365 28	119,778 52	101·12
9	Brockville, Westport and N.W'ern	25,815	774,450	27,990	355	32,702 02	32,744 58	57,595	67,503 47	37,491 16	45·00
10	Canada Southern	6,892,022	1,094,623,993	133,246	1,896,654	6,264,803 96	6,315,307 48	3,832,915	9,169,359 19	5,544,887 76	380·04
11	Canadian Govt. Ry., (Intercolonial)	4,254,803	1,112,203,132	380,434	4,045,290	6,401,498 80	6,479,229 63	7,090,578	10,021,568 39	9,739,690 96	1450·37
12	Canadian Govt. Ry., (P. E. Island)	109,345	3,846,066	182,205		144,444 77	144,444 77	329,197	342,585 44	430,446 66	269·33
13	Canadian Northern	4,675,405	1,385,711,579	460,115	4,031,230	11,768,493 37	11,955,363 39	6,788,269	16,360,712 39	11,033,692 00	3687·70
14	Canadian Northern, Ontario	506,124	39,245,162	169,510	139,866	373,559 66	382,544 28	486,210	563,390 24	541,040 21	342 90
15	Canadian Northern, Quebec	791,199	59,247,769	178,119	215,276	740,977 16	743,662 31	641,403	1,080,929 61	975,615 19	368·81
16	Canadian Pacific	22,536,214	7,859,966,837	1,680,421	21,701,893	64,359,090 40	64,822,980 69	40,822,186	97,599,083 12	63,627,293 98	10210·30
17	Cape Breton	5,679	90,917	19,654		3,514 35	3,514 35	19,654	8,768 29	18,211 45	31·00
18	Caraquet	27,404	1,233,180	43,832		35,289 76	35,289 76	43,832	55,048 81	54,846 20	84·78
19	Carillon and Grenville	52	676	2,834		79 65	79 65	2,834	2,856 02	4,811 41	13·00
20	Central Ontario	263,977	8,388,723	53,664	43,238	209,939 24	209,939 24	205,152	314,105 85	170,521 29	149·73
21	Crow's Nest Southern	177,558	8,649,590		60,218	114,155 32	114,215 57	105,380	139,056 37	190,678 12	74·18
22	Cumberland Ry. and Coal Co.	122,361	1,386,896	38,409	3,963	38,499 96	38,499 96	42,372	55,377 22	53,343 11	32·00
23	Dominion Atlantic	282,415	12,708,675	194,711	31,761	340,018 78	340,578 78	537,009	736,011 67	497,215 12	278·87
24	Elgin and Havelock	14,548	209,272	19,220		7,620 19	7,620 19	19,220	10,988 22	10,381 61	28·00
25	Eastern British Columbia	123,130	1,449,632	7,476		33,101 37	34,251 37	7,476	38,177 92	22,602 91	16·00
26	Grand Trunk	16,635,352	2,958,973,320	513,164	9,340,932	20,759,014 53	21,102,974 91	17,521,716	32,800,078 54	23,149,134 89	3094·9
27	Grand Trunk (Canada Atlantic)	1,554,119	177,512,282	127,006	613,605	1,332,734 52	1,431,990 11	1,337,922	1,935,928 42	1,717,820 43	456·26

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage and Mileage Operated for the Year ending June 30, 1911—*Concluded.*

8	9	10	11	12	13	14	15	16	17	19
Number.	Name of Railway.	Tons Carried.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.	Mileage Operated on June 30.
		Number.	Number.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.	Miles.
28	Halifax and Southwestern	236,695	11,996,660	239·122	21,235	208,771 16	213,556 39	357,413	435,810 45	397,060 33	377·87
29	Hereford	119,207	2,716,159	21,412	19,143	42,007 69	12,008 44	74,149	62,087 49	90,778 86	52·18
30	Inverness Ry. and Coal Co	315,313	17,658,817	43,321	69,262	180,531 56	180,570 06	112,283	207,229 98	144,040 71	60·91
31	Irondale, Bancroft and Ottawa	21,664	518,453	33,751		16,589 08	17,040 08	34,251	26,042 29	24,762 83	51·00
32	Kalso and Slocan	1,427	20,945	1,390		5,226 55	5,226 55	1,390	5,865 08	6,815 27	23·37
33	Kent Northern	8,000	184,000	16,902		10,313 35	10,313 35	17,010	18,839 41	13,418 00	27·00
34	Kettle Valley	5,205	38,094	1,953		2,320 54	2,627 33	1,953	3,019 43	6,198 63	22·20
35	Kingston and Pembroke	127,948	5,937,651	97,956	3,479	128,349 57	148,815 02	132,863	207,280 48	165,256 93	109·80
36	Klondyke Mines	18,044	153,448	4,526	3,436	38,793 82	38,793 82	7,662	47,302 43	41,508 61	31·81
37	Lotbiniere and Megantic	47,422	530,780	18,720		24,258 44	24,258 44	20,044	30,886 68	30,304 13	30·00
38	London and Port Stanley	483,430	7,974,037	15,453	39,586	71,558 50	80,384 70	119,975	120,694 21	138,130 80	23·66
39	Manitoba Great Northern	57,606	3,411,866	23,864	6,020	43,475 91	43,984 01	38,904	50,587 50	69,019 51	91·77
40	Maritime Coal, Ry. and Power Co.	215,534	2,287,177	14,562	12,506	63,546 36	63,546 36	27,068	71,926 61	43,020 64	15·00
41	Massawippi Valley	519,632	15,006,798	215	95,752	136,823 80	138,034 15	193,520	210,104 45	176,841 05	35·46
42	Montreal and Atlantic	1,254,339	68,441,126	169,335	271,063	804,913 73	811,763 31	579,791	1,055,613 35	861,580 11	163·40
43	Montreal and Province Line	87,023	2,195,951	14,766	26,615	54,168 57	54,211 42	98,816	116,345 82	68,174 80	58·60
44	Montreal and Vermont Jct	441,258	9,867,581		48,083	59,936 83	60,068 22	111,760	125,261 10	75,407 43	23·60
45	Morrissey, Fernie and Michel	583,712	3,560,643	30,914		84,035 73	98,293 29	30,914	108,294 85	92,219 60	10·85
46	Moncton and Buctouche	24,399	436,503	20,718		16,317 04	16,317 04	20,718	26,169 06	23,073 16	34·00
47	Napierville Jct	297,957	8,285,883	16,956	6,577	66,266 50	66,266 50	23,589	72,347 80	36,710 83	27·06
48	Nelson and Fort Sheppard	28,114	1,030,651		18,845	42,455 61	42,178 61	56,579	80,002 67	143,322 18	55·42
49	New Brunswick Coal and Ry. Co	71,800	3,023,800	69,620		40,747 77	40,747 77	69,620	66,476 71	80,765 18	58·00
50	New Brunswick and P. E. Island	41,148	617,220	25,040	18,840	21,708 77	21,708 77	47,195	32,804 18	27,109 74	36·00
51	New Westminster Southern	43,865	547,140	19,949		29,739 12	29,805 62	19,949	44,027 60	28,924 93	23·73
52	North Shore Railway Co.	7,983	63,864	4,848		3,193 30	3,193 30	4,848	3,431 80	3,223 29	8·63
53	Nova Scotia Steel and Coal Co	8,917	75,911	15,800		3,871 47	3,871 47	15,800	6,074 73	9,981 52	12·50
54	Ottawa and New York	158,601	6,198,584		44,914	81,429 40	81,570 83	122,212	156,677 06	159,755 97	56·90
55	Pere Marquette	2,287,992	437,929,056	2,547	1,009,654	2,259,285 75	2,286,241 69	1,299,043	2,456,882 94	1,677,479 07	198·81
56	Phillipsburg Ry. and Quarry Co.	13,447	13,447		6,080	5,677 60	5,677 60	6,080	5,677 60	3,110 00	6·00
57	Princeton Branch of Washington County	182,510	930,801	6,404	1,651	19,762 37	19,777 37	11,925	27,616 82	11,722 14	5·10

58	Quebec Central	780,798	57,186,125	233,043	62,547	788,439 98	788,439 98	673,199	1,204,172 83	820,803 13	253·00
59	Quebec and Lake St. John	328,699	29,077,304	68,281	199,185	384,691 55	386,978 83	438,864	630,611 30	587,091 22	286·50
60	Quebec Ry. Light and Power Co.	143,992	1,753,871	109	23,930	53,843 91	56,522 30	31,351	68,903 60	48,916 97	27·00
61	Quebec, Montreal and Southern	309,207	13,243,347	116,574	40,984	184,061 67	185,610 24	258,665	317,397 17	300,689 42	191·91
62	Quebec Oriental	25,847	1,912,965	42,400	30,122	47,922 52	47,922 52	88,670	85,965 94	84,070 09	100·00
63	Red Mountain	15,355	128,952	6,570	6,471	8,483 75	10,829 25	13,041	14,853 89	44,349 47	9·59
64	Rutland and Noyan	215,173	729,436	.....	2,068	5,762 56	5,762 56	7,169	15,498 34	9,564 40	3·39
65	Salisbury and Albert	36,547	1,088,520	38,276	.....	16,778 71	16,778 71	38,276	28,305 59	31,628 79	45·00
66	Schomberg and Aurora	9,673	116,076	22,476	.....	6,200 23	6,200 23	22,476	11,613 42	14,518 28	14·40
67	Stanstead, Shefford & Chambly	464,680	2,127,264	16,976	30,889	49,460 16	49,588 15	94,005	89,603 51	79,145 72	43·00
68	St. Clair Tunnel	.....	.....	.....	.....	293,014 00	293,014 00	.....	293,014 00	105,458 92	113·00
69	St. Lawrence and Adirondack	827,705	30,292,047	.....	124,304	323,626 53	325,020 60	297,270	565,759 57	372,302 05	46·12
70	St. Martins	12,373	187,735	17,260	.....	9,429 14	9,429 14	17,260	15,194 80	12,625 24	30·00
71	Sydney and Louisburg	3,639,187	51,428,612	.....	222,279	409,369 43	418,884 16	262,889	455,710 28	371,001 28	64·06
72	Temiscouata	140,335	6,329,862	69,820	11,738	140,907 46	141,190 46	155,452	211,113 56	162,181 44	113·00
73	Temiskaming and Northern Ont.	524,984	53,742,002	333	318,790	797,196 14	803,331 02	696,883	1,490,251 99	1,102,619 77	294·78
74	Thousand Islands	34,503	207,018	30,608	.....	22,221 78	22,221 78	30,608	37,181 57	32,781 08	6·33
75	Toronto, Hamilton and Buffalo	1,891,025	73,751,225	.....	182,175	812,136 62	860,076 62	464,113	1,206,090 54	682,402 97	80·15
76	Vancouver, Victoria and Eastern	907,383	23,822,055	91,090	74,608	439,570 63	446,948 78	304,363	690,620 03	627,657 75	219·40
77	Victoria Terminal Ry. and Ferry Co.	32,958	29,981	664	517	2,288 98	2,288 98	2,009	4,788 38	2,284 42	·91
78	Victoria and Sydney, B.C.	34,535	487,540	9,974	7,880	28,910 28	29,120 28	30,553	54,321 31	33,710 06	15·97
79	Wabash in Canada	1,379,813	326,301,134	11,975	935,525	1,696,182 77	1,701,617 31	1,680,961	2,402,010 15	1,966,561 80	
80	York and Carleton	8,422	84,220	8,535	.....	3,379 00	3,379 00	8,535	5,845 10	3,846 90	10·50
	Total	79,884,282	16,048,478,295	6,277,468	46,220,813	124,743,015 31	126,570,533 52	89,716,533	188,733,493 81	131,034,784 95	

Table 11.—Summary of Train Mileage for the Year ending June 30, 1911.

No.	Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Train-Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue.
		Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
1	Alberta Railway and Irrigation Co	75,174	19,008	48,401		142,583	5,343
2	Algoma Central and Hudson Bay	3,328	40,599	12,545	1,500	57,972	5,449
3	Atlantic, Quebec and Western		27,681	2,550		30,231	1,255
4	Algoma Eastern		20,212			20,212	
5	Bay of Quinté		163,462	9,828		173,290	
6	Bedlington and Nelson		1,808	76		1,884	107
7	Brandon, Saskatchewan and Hudson Bay	42,504		21,077		63,581	6,559
8	British Yukon	1,342	57,680	2,602		61,624	8,957
9	Brockville, Westport and North Western	28,170	27,990	355	1,080	57,595	195
10	Canada Southern	1,803,015	133,246	1,896,654		3,832,915	104,931
11	Canadian Government Railway (Intercolonial)	2,664,854	380,434	4,045,290		7,090,578	242,540
12	Canadian Government Railway (P. E. Island)	143,358	182,205		3,634	329,197	12,039
13	Canadian Northern	2,294,519	460,115	4,031,230	2,405	6,788,269	548,668
14	Canadain Northern, Ontario	176,515	169,510	139,866	319	486,210	32,400
15	Canadian Northern, Quebec	242,498	178,119	215,276	5,510	641,403	15,281
16	Canadian Pacific	17,393,532	1,680,421	21,701,893	46,340	40,822,186	2,140,287
17	Cape Breton		19,654			19,654	
18	Caraquet		43,832			43,832	
19	Carillon and Grenville		2,834			2,834	
20	Central Ontario	108,150	53,664	43,238		205,152	8,033
21	Crow's Nest Southern	45,115		60,218	47	105,380	7,537
22	Cumberland Railway and Coal Co		38,409	3,963		42,372	
23	Dominion Atlantic	308,370	194,711	31,761	2,167	537,009	5,012
24	Elgin and Havelock		19,220			19,220	
25	Eastern British Columbia		7,476			7,476	48
26	Grant Trunk	7,658,227	513,164	9,340,932	9,393	17,521,716	704,986
27	Grand Trunk, Canada Atlantic	596,821	127,006	613,605	490	1,337,922	73,891
28	Halifax and Southwestern	89,572	239,122	24,235	4,484	357,413	9,543
29	Hereford	33,546	21,412	19,143	48	74,149	1,664
30	Inverness Railway and Coal Co		43,321	69,262		112,583	1,443
31	Irondale, Bancroft and Ottawa	500	33,751			34,251	200
32	Kaslo and Slocan		1,390			1,390	
33	Kent Northern		16,902		108	17,010	540
34	Kettle Valley		1,953			1,953	

35	Kingston and Pembroke	30,962	97,956	3,479	166	132,863	
36	Klondike Mines		4,526	3,136		7,662	
37	Lotbiniere and Megantic		18,720		1,324	20,044	
38	London and Port Stanley	64,936	15,453	39,586		119,975	338
39	Manitoba Great Northern	8,944	23,864	6,020	76	38,904	340
40	Maritime Coal, Rai way and Power Co		14,562	12,506		27,068	6,520
41	Massawippi Valley	97,553	245	95,752		193,520	463
42	Montreal and Atlantic	139,332	169,335	271,063	61	579,791	12,593
43	Montreal and Province Line	57,435	14,766	26,615		98,816	3,862
44	Montreal and Vermont Junction	63,677		18,083		111,760	621
45	Morrissey Fernie and Michel		30,914			30,914	
46	Moncton and Buctouche		20,718			20,718	2,558
47	Napierville Junction	56	16,956	6,577		23,589	56
48	Nelson and Fort Sheppard	37,734		18,845		56,579	5,496
49	New Brunswick Coal and Railway Co		69,620			69,620	
50	New Brunswick and Prince Edward Island	3,315	25,040	18,840		47,195	
51	New Westminster Southern		19,949			19,949	56
52	North Shore Railway Co		4,848			4,848	
53	Nova Scotia Steel and Coal Co		15,800			15,800	
54	Ottawa and New York	77,290		44,914	8	122,212	2,938
55	Pere Marquette	286,700	2,547	1,009,654	142	1,299,043	6,148
56	Phillipsburg Railway and Quarry Co			6,080		6,080	
57	Princeton Branch of Washington County	3,850	6,401	1,651	20	11,925	424
58	Quebec Central	233,862	233,043	62,547	143,747	673,199	200,804
59	Quebec and Lake St. John	167,598	68,281	199,185	3,800	438,864	158,115
60	Quebec Railway, Light and Power Co	7,312	109	23,930		31,351	1,657
61	Quebec, Montreal and Southern	101,107	116,574	40,984		258,665	1,542
62	Quebec Oriental	16,148	42,400	30,122		88,670	3,60
63	Red Mountain		6,570	6,471		13,041	118
64	Rutland and Noyan	5,101		2,068		7,169	
65	Salisbury and Albert		38,276			38,276	
66	Schomberg and Aurora		22,476			22,476	
67	Stanstead, Shefford and Chambly	46,140	16,976	30,889		94,005	9,607
68	St. Clair Tunnel						
69	St. Lawrence and Adirondack	172,599		124,304	367	297,270	6,488
70	St. Martins		17,260			17,260	
71	Sydney and Louisburg	40,610		222,279		262,889	
72	Temiscouata	73,894	69,820	11,738		155,452	5,780
73	Temiskaming and Northern Ontario	375,597	333	318,790	2,163	696,883	57,088
74	Thousand Islands		30,608			30,608	
75	Toronto, Hamilton and Buffalo	280,794		182,175	1,144	464,113	7,548
76	Vancouver, Victoria and Eastern	138,028	91,090	74,608	637	304,363	27,199
77	Victoria Terminal Railway and Ferry Co	828	664	517		2,009	
78	Victoria and Sydney, B.C	12,699	9,974	7,880		30,553	
79	Wabash, in Canada	732,600	11,975	935,525	861	1,680,961	19,838
80	York and Carleton		8,535			8,535	
	Total	36,985,911	6,277,468	46,220,813	232,341	89,716,533	4,478,705

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		GRAIN.			FLOUR.		
		Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonn'ge Originating on Road	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co...	18,557	1,341	19,898	934	59	993
2	Algoma Central and Hudson Bay.....	1,017	233	1,250	153	121	274
3	Atlantic, Quebec & Western.....	6	340	346	117	813	930
4	Algoma Eastern.....	71	18	89	80	16	96
5	Bay of Quinte.....	854	224	1,078	374	2,453	2,827
6	Bedlington and Nelson.....	.....	60	60	20	.....	20
7	Brandon, Saskatchewan and Hudson Bay..	22,204	151	22,355	197	.....	197
8	British Yukon.....	1,790	.....	1,790	210	.....	210
9	Brockville, Westport and Northwestern....	85	2,441	2,526	1,478	1,698	3,176
10	Canada Southern.....	20,558	645,430	665,988	22,880	157,259	180,139
11	Canadian Government Rly.—Intercolonial.	18,807	141,779	160,586	38,461	131,874	170,335
12	Canadian Govt. Rly.—P.E. Island.....	15,042	341	15,383	2,673	1,117	3,790
13	Canadian Northern.....	1,096,905	69,870	1,166,775	82,305	2,291	84 596
14	Canadian Northern Ontario.....	4,411	1,346	5,760	1,057	565	1,622
15	Canadian Northern Quebec.....	5,950	1,207	7,157	15,270	1,697	16,967
16	Canadian Pacific.....	2,605,762	264,091	2869,853	806,809	40,163	846,972
17	Cape Breton.....	.....	.....	.....	4	423	427
18	Caraquet.....	50	.....	50	100	1,650	1,750
19	Carillon and Grenville.....	.....	.....	.....	.....	.....	.....
20	Central Ontario.....	4,382	4,285	8,667	38	2,651	2,689
21	Crow's Nest Southern.....	129	614	743	.....	146	146
22	Cumberland Rly. and Coal Co.....	.....	253	253	24	1,288	1,312
23	Dominion Atlantic.....	1,034	4,463	5,497	.....	.....	.....
24	Elgin and Havelock.....	150	70	220	170	700	870
25	Eastern British Columbia.....	.....	10	10	.....	32	32
26	Grand Trunk.....	1,429,068	165,300	1,594,368	427,954	16,590	444,544
27	Grand Trunk—Canada Atlantic.....	103,415	32,696	136,111	4,254	17,533	21,787
28	Halifax and Southwestern.....	2,990	5,456	8,446	3,445	4,085	7,530
29	Hereford.....	2,749	851	3,600	540	316	856
30	Inverness Rly. and Coal Co.....	23	75	98	176	2,754	2,930
31	Irondale, Bancroft and Ottawa.....	.....	34	34	.....	279	279
32	Kaslo and Slocan.....	.....	.....	.....	.....	.....	.....
33	Kent Northern.....	1,000	.....	1,000	.....	.....	.....
34	Kettle Valley.....	.....	.....	.....	.....	15	15
35	Kingston and Pembroke.....	7,998	5,144	13,142	2,549	2,782	5,331
36	Klondike Mines.....	.....	.....	.....	.....	.....	.....
37	Lotbiniere and Megantic.....	42	109	151	30	407	437
38	London and Port Stanley.....	5,137	5,389	10,526	364	852	1,216
39	Manitoba Great Northern.....	12,635	4,006	16,641	326	45	371
40	Maritime Coal Rly. and Power Co.....	39	116	155	48	68	116
41	Massawippi Valley.....	477	26,351	26,828	216	4,566	4,782
42	Montreal and Atlantic.....	1,247	79,933	81,180	1,153	119,279	120,432
43	Montreal and Province Line.....	201	692	893	37	1,287	1,324
44	Montreal and Vermont Jct.....	16	81,756	81,772	31	5,555	5,586
45	Morrissey Fernie and Michel.....	.....	.....	.....	.....	.....	.....
46	Moncton and Buctouche.....	.....	.....	.....	.....	.....	.....
47	Napierville Jct.....	1,744	187	1,931	.....	470	470
48	Nelson and Fort Sheppard.....	150	178	328	152	40	192
49	New Brunswick Coal and Rly. Co.....	.....	546	546	.....	546	546
50	New Brunswick and P. E. Island.....	.....	707	707	.....	390	390
51	New Westminster Southern.....	2,038	.....	2,038	106	.....	106

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

8	9	10	11	12	13	14	15	16	
AGRICULTURE.									
Other Mill Products.			Hay.			Tobacco.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
3,665	103	3,768	3,321	2,038	5,359	5	17	22	1
104	7	111	1,588	381	1,969	3	1	4	2
.....	38	38	.....	12	12	.....	15	15	3
90	15	105	161	47	208	1	.....	1	4
265	412	677	1,058	33	1,091	.....	.....	.....	5
.....	.....	.....	79	46	125	.....	.....	.....	6
41	10	51	34	.....	34	.....	.....	.....	7
61	.....	61	1,683	.....	1,683	22	.....	22	8
368	1,271	1,639	40	95	135	3	5	8	9
7,669	190,700	198,369	14,551	35,523	50,074	1,201	7,874	9,075	10
15,293	21,294	36,587	55,534	5,655	61,189	1,381	50	1,431	11
1,208	180	1,388	3,610	.....	3,610	92	71	163	12
18,522	7,637	26,159	32,227	16,631	48,858	.....	.....	.....	13
1,119	1,169	2,288	2,160	463	2,623	.....	.....	.....	14
1,838	.....	1,838	27,733	.....	27,733	1,599	.....	1,599	15
311,677	15,891	327,568	333,148	44,028	377,176	21,323	3,005	24,328	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	100	1,225	1,325	.....	20	20	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
22	948	970	115	2,414	2,529	53	.....	53	20
25	70	95	457	719	1,176	.....	.....	.....	21
2	216	218	19	168	187	4	14	18	22
17,134	11,463	28,597	3,482	280	3,762	14	34	48	23
160	450	610	45	.....	45	.....	.....	.....	24
.....	48	48	.....	145	145	.....	.....	.....	25
184,007	28,857	212,864	193,095	36,641	229,736	6,366	933	7,299	26
33,621	11,586	45,207	42,404	25,886	68,290	4	507	511	27
4,146	3,175	7,321	1,114	1,398	2,512	.....	.....	.....	28
177	68	245	497	1	498	3	7	10	29
60	9	69	20	609	629	.....	3	3	30
.....	175	175	.....	56	56	.....	.....	.....	31
.....	.....	.....	24	.....	24	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	25	25	96	.....	96	.....	.....	.....	34
972	787	1,759	1,405	103	1,508	247	.....	247	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	11	11	912	.....	912	.....	3	3	37
229	281	510	693	567	1,260	571	5	576	38
214	.....	214	452	.....	452	25	.....	25	39
115	135	250	290	435	725	.....	5	5	40
479	3,468	3,947	66	3,156	3,222	.....	9	9	41
1,095	73,326	74,421	39,260	25,512	64,772	601	2,032	2,633	42
82	1,567	1,649	11,096	3,785	14,881	.....	.....	.....	43
.....	41,429	41,429	10,287	122,369	132,656	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	16,579	157	16,736	.....	.....	.....	47
196	12	208	1,928	22	1,950	.....	.....	.....	48
.....	.....	.....	.....	42	42	.....	.....	.....	49
.....	550	550	3,700	.....	3,700	.....	.....	.....	50
288	.....	288	6,725	.....	6,725	.....	.....	.....	51

TABLE 12—SUMMARY of Freight Traffic

Number.	Name of Railway.	PRODUCTS OF					
		GRAIN.			FLOUR.		
		Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonn'ge Originating on Road	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
52	North Shore Rly. Co.	.....	.....	.....	.....	.....	.....
53	Nova Scotia Steel and Coal Co.	.....	1	1	.....	33	33
54	Ottawa and New York	1,859	180	2,039	176	1,517	1,693
55	Pere Marquette	280,650	9,722	290,372	60,495	2,488	62,983
56	Phillipsburg Rly and Quarry Co.	.....	15	15	.....	5	5
57	Princeton Bch. of Washington County	771	.....	771	42	.....	42
58	Quebec Central	.....	9,149	9,149	.....	12,812	12,812
59	Quebec and Lake St. John	1,018	2,035	3,053	2,090	4,178	6,268
60	Quebec Rly. Light and Power Co.	5,842	1,308	7,150	661	297	958
61	Quebec, Montreal and Southern	1,369	1,695	3,064	35	5,594	5,629
62	Quebec Oriental.	81	302	284	92	2,719	2,811
63	Red Mountain	37	.....	37	62	.....	62
64	Rutland and Noyan	.....	934	934	.....	1	1
65	Salisbury and Albert	.....	378	378	.....	1,291	1,291
66	Schomberg and Aurora	3,671	.....	3,671	.....	110	110
67	Stanstead, Shefford and Chambly	31	94,181	94,212	43	7,355	7,398
68	St. Clair Tunnel	.....	.....	.....	.....	.....	.....
69	St. Lawrence and Adirondack	1,012	1,072	2,084	1,473	873	2,346
70	St. Martins	.....	160	160	.....	300	300
71	Sydney and Louisburg	74	1,420	1,494	23	3,254	3,277
72	Temiscouata	333	947	1,280	436	1,743	2,179
73	Temiskaming and Northern Ontario	2,834	5,209	8,043	4,590	1,872	6,471
74	Thousand islands	217	218	435	61	865	926
75	Toronto, Hamilton and Buffalo	2,671	11,522	14,193	2,242	39,910	42,152
76	Vancouver, Victoria and Eastern	5,978	81	6,059	2,682	85	2,767
77	Victoria Terminal Rly. and Ferry Co.	441	372	813	384	.....	384
78	Victoria and Sydney B.C.	159	666	825	.....	432	432
79	Wabash in Canada	.....	158,171	158,171	.....	21,140	21,140
80	York and Carleton	.....	.....	.....	.....	.....	.....
	Total	5,697,784	1,847,732	7,545,516	1,490,331	633,749	2,124,080

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

8	9	10	11	12	13	14	15	16	
AGRICULTURE.									
Other Mill Products.			Hay.			Tobacco.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
211	.....	211	.....	.....	.....	.....	.....	.....	52
.....	186	186	.....	10	10	.....	1	1	53
231	1,627	1,858	4,994	3,927	8,921	1	.....	1	54
48,967	1,351	50,318	83,746	1,655	85,401	2,188	12	2,200	55
.....	35	35	526	.....	526	.....	.....	.....	56
121	.....	121	94	.....	94	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
312	938	1,250	464	2,320	2,784	.....	.....	.....	59
490	26	516	523	672	1,195	4	1	5	60
.....	.....	.....	71,723	1,337	73,060	.....	.....	.....	61
.....	.....	.....	305	32	337	.....	.....	.....	62
20	.....	20	506	.....	506	.....	.....	.....	63
.....	37	37	639	37,683	38,322	.....	.....	.....	64
.....	.....	.....	.....	327	327	.....	.....	.....	65
.....	.....	.....	88	.....	88	.....	9	9	66
67	47,608	47,675	2,367	142,498	144,865	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
866	1,532	2,398	8,077	55,106	63,183	92	32	124	69
.....	.....	.....	.....	240	240	.....	.....	.....	70
14	170	184	30	2,250	2,280	.....	2	2	71
132	270	402	272	85	357	16	29	45	72
2,066	85	2,151	4,019	6,122	10,141	.....	.....	.....	73
.....	.....	.....	632	.....	632	.....	.....	.....	74
1,316	3,018	4,334	1,226	5,731	6,957	23	557	580	75
2,507	254	2,761	15,317	22	15,339	80	.....	80	76
1,214	258	1,472	687	234	921	.....	.....	.....	77
.....	1,545	1,545	193	709	902	.....	.....	.....	78
.....	25,987	25,987	.....	11,647	11,647	.....	497	497	79
.....	535	535	156	.....	156	.....	.....	.....	80
663,478	502,845	1,166,323	1,008,373	603,249	1,611,621	35,922	15,750	51,672	

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	17	18	19	20	21	22	23
			PRODUCTS OF					
			COTTON.			FRUIT AND VEGETABLES.		
			Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonn'ge Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co.			1	1	607	1,713	2,320
2	Algoma Central and Hudson Bay					287	231	518
3	Atlantic, Quebec and Western					4	21	25
4	Algoma Eastern					70	3	73
5	Bay of Quinte					2,077	66	2,143
6	Bedlington and Nelson					20		20
7	Brandon, Saskatchewan and Hudson Bay					1,721	28	1,749
8	British Yukon					891		891
9	Brockville, Westport and Northwestern					25	11	36
10	Canada Southern			20,583	20,583	7,702	110,451	118,153
11	Canadian Govt. Railway (Intercolonial)		2,447	690	3,137	24,219	7,050	31,269
12	" " (P. E. Island)		15	39	54	5,949	192	6,141
13	Canadian Northern					16,860	19,595	36,455
14	Canadian Northern, Ontario					1,251	208	1,459
15	Canadian Northern, Quebec					662	1,325	1,987
16	Canadian Pacific		19,870	7,680	27,550	275,253	56,314	331,567
17	Cape Breton							
18	Caraquet					20		20
19	Carillon and Grenville							
20	Central Ontario		62		62	9,105	319	9,424
21	Crow's Nest Southern					593	21	614
22	Cumberland Railway and Coal Co.					69	223	292
23	Dominion Atlantic		1,071	494	1,565	1,034		1,034
24	Elgin and Havelock					20		20
25	Eastern British Columbia						40	40
26	Grand Trunk		23,114	415	23,529	224,693	14,763	239,456
27	Grand Trunk (Canada Atlantic)		2,862	7,724	10,586	396	8,447	8,843
28	Halifax and Southwestern					893	105	998
29	Hereford					36	23	59
30	Inverness Railway and Coal Co.					27	94	121
31	Irondale, Bancroft and Ottawa						18	18
32	Kaslo and Slocan							
33	Kent Northern							
34	Kettle Valley					260		260
35	Kingston and Pembroke		20	650	670	417	231	651
36	Klondike Mines							
37	Lotbiniere and Megantic					41	55	96
38	London and Port Stanley					2,695	34	2,729
39	Manitoba Great Northern					365		365
40	Maritime Coal, Railway and Power Co.					1	158	159
41	Massawippi Valley			85	85	294	67	361
42	Montreal and Atlantic		3,309	11,576	14,885	6,020	6,607	12,627
43	Montreal and Province Line							
44	Montreal and Vermont Jct					67	3,622	3,689
45	Morrissey, Fernie and Michel							
46	Moncton and Buctouche							
47	Napierville Jct						2,909	2,909
48	Nelson and Fort Sheppard					189		189
49	New Brunswick Coal and Railway Co.							
50	New Brunswick and P. E. Island							
51	New Westminster Southern					954		954
52	North Shore Railway Co.							

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

24	25	26	27	28	29	30	31	32	
AGRICULTURE—*Continued.*			PRODUCTS OF ANIMALS.						
OTHER PRODUCTS OF AGRICUL'RE.			LIVE STOCK.			DRESSED MEATS.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
			5,594	791	6,385	191	19	210	1
			1,453	273	1,726	170	76	246	2
			159	10	169		83	83	3
			2		2	12	6	18	4
			2,828	101	2,929	219	550	769	5
									6
35		35	261	10	271				7
			2,050		2,050	28		28	8
3,293		3,293	2,248	81	2,329	2	22	24	9
23,738	67,497	91,235	19,752	265,692	285,444	3,067	114,486	117,553	10
6,779	3,812	10,591	15,736	3,411	19,147	5,205	7,772	12,977	11
			3,793	109	3,902	2,841	17	2,858	12
			48,803	5,300	54,103	4,775	592	5,367	13
			4,584	323	4,907	182	18	200	14
			1,044	696	1,740				15
26,530	14,652	41,182	375,305	52,916	428,221	168,036	6,025	174,061	16
1,286	450	1,736	80	5	85				17
225	250	475	45		45				18
			12	22	34				19
			4,425	64	4,489	4		4	20
82		82	42		42	87		87	21
8	282	290	24	14	38	14	13	27	22
29,469	321	29,790	1,715	152	1,867	761	89	850	23
250	200	450	50	20	70	150	15	165	24
				10	10				25
			406,364	38,767	445,131	96,849	534	97,383	26
477	1,044	1,521	8,255	6,134	14,389	125	2,214	2,339	27
236	77	313	378	52	430				28
63	1	64	289	1	290	26	13	39	29
			298	15	313	12	8	20	30
29		29	219		219		31	31	31
									32
			500		500				33
									34
			1,446	295	1,741	171	26	197	35
									36
				5	5		12	12	37
96	93	189	362	3,457	3,819				38
15		15	392	59	451	48		48	39
			51	18	69		27	27	40
			412	899	1,311	196	1,537	1,733	41
1,431	3,549	4,980	3,717	18,771	22,488	12	91,564	91,576	42
			731	37	768				43
	3,427	3,427	41	6,805	6,846				44
									45
									46
			754	20	774				47
233		233				27		27	48
									49
			141		141				50
			272		272				51
									52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	17	18	19	20	21	22	23
			PRODUCTS OF					
			COTTON.			FRUIT AND VEGETABLES.		
			Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonn'ge Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.
53	Nova Scotia Steel and Coal Co					3	17	20
54	Ottawa and New York		706	667	1,373	614	183	797
55	Pere Marquette		2,225	5	2,230	48,874	17,053	65,927
56	Phillipsburg Railway and Quarry Co							
57	Princeton Branch of Washington County					1,905		1,905
58	Quebec Central							
59	Quebec and Lake St. John					1,403		1,403
60	Quebec Railway, Light and Power Co		46	3,956	4,002	338	44	382
61	Quebec, Montreal and Southern					191	589	780
62	Quebec Oriental							
63	Red Mountain					105		105
64	Rutland and Noyan						180	180
65	Salisbury and Albert							
66	Schomberg and Aurora					269		269
67	Stanstead, Shefford and Chambly					9	3,862	3,871
68	St. Clair Tunnel							
69	St. Lawrence and Adirondack		562	481	1,043	3,010	294	3,304
70	St. Martins					80		80
71	Sydney and Louisburg					12	217	229
72	Temiscouata		2	15	17	4,334	110	4,444
73	Temiskaming and Northern Ontario					1,120	2,779	3,899
74	Thousand Islands						129	129
75	Toronto, Hamilton and Buffalo			412	412	5,280	6,762	12,042
76	Vancouver, Victoria and Eastern		197		197	5,299	50	5,349
77	Victoria Terminal Railway and Ferry Co					20	634	654
78	Victoria and Sydney, B.C					289	375	664
79	Wabash in Canada			2,846	2,846		30,070	30,070
80	York and Carleton							
	Total		56,508	58,319	114,827	658,942	298,295	957,237

Movement for the Year ending June 30, 1911—*Continued.*

24	25	26	27	28	29	30	31	32	
AGRICULTURE—*Continued.*			PRODUCTS OF ANIMALS.						
OTHER PRODUCTS OF AGRICUL'RE.			LIVE STOCK.			DRESSED MEATS.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers..	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
1	158	159	11	1	12	2	1	3	53
152	79	231	1,807	23	1,830	87	.....	87	54
13,734	85	13,819	32,441	1,340	33,781	10,199	.....	10,199	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	57
4,763	535	5,298	6,032	.....	6,032	.....	.....	.....	58
.....	.....	.....	780	2,340	3,120	.....	.....	.....	59
179	1	180	599	333	932	180	1	181	60
.....	.....	.....	1,975	93	2,068	.....	.....	.....	61
68	.....	68	145	15	160	31	6	37	62
40	.....	40	29	.....	29	.....	.....	.....	63
.....	54	54	.....	20	20	.....	.....	.....	64
.....	.....	.....	70	.....	70	.....	.....	.....	65
165	.....	165	1,056	.....	1,056	112	.....	112	66
.....	5,987	5,987	76	7,569	7,645	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
2,283	1,686	3,969	352	38	390	594	.....	594	69
.....	.....	.....	.....	.....	.....	.....	.....	.....	70
132	318	450	72	520	592	53	3,450	3,503	71
.....	.....	.....	287	225	512	50	288	338	72
1,581	2,275	3,856	3,922	3,055	6,977	735	4,502	5,237	73
.....	.....	.....	689	85	774	.....	.....	.....	74
1,857	3,838	5,695	1,946	6,067	8,013	21	36	57	75
1,130	.....	1,130	3,318	.....	3,318	1,335	.....	1,335	76
.....	80	80	56	106	162	99	271	370	77
80	.....	80	37	125	162	44	326	370	78
.....	7,069	7,069	.....	40,348	40,348	.....	29,838	29,838	79
.....	.....	.....	.....	.....	.....	.....	.....	.....	80
120,440	117,820	238,260	970,327	467,638	1,437,965	296,752	264,468	561,220	

TABLE 12.—SUMMARY of Freight Traffic

33	34	35	36	37	38	39
	PRODUCTS OF					
	OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH		
Name of Railway.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1 Alberta Railway and Irrigation Co	58	214	272	16	17	33
2 Algoma Central and Hudson Bay	31	44	75			
3 Atlantic, Quebec and Western				2,620		2,620
4 Algoma Eastern	8	3	11			
5 Bay of Quinte				60		60
6 Bedlington and Nelson						
7 Brandon, Saskatchewan and Hudson Bay				162		162
8 British Yukon	261		261	19		19
9 Brockville, Westport and Northwestern	2	18	20	22		22
10 Canada Southern	10,855	58,107	68,962	1,735	18,821	20,556
11 Canadian Government Ry—Intercolonial	18,305	13,041	31,346	19,329	17,871	37,200
12 " " P.E. Island	2,486	142	2,628	3,832	46	3,878
13 Canadian Northern	4,901	8,354	13,255	2,551	170	2,721
14 " " Ontario	729	136	865	22	180	202
15 " " Quebec	475	238	713			
16 Canadian Pacific	64,571	6,916	71,487	35,523	16,777	52,300
17 Cape Breton				100		100
18 Caraquet		100	100	1,800		1,800
19 Carillon and Grenville						
20 Central Ontario	778	20	798	102		102
21 Crow's Nest Southern	40		40			
22 Cumberland Railway and Coal Co		14	14	2	5	7
23 Dominion Atlantic	62	41	103	2,547	2,517	5,064
24 Elgin and Havelock				2	15	17
25 Eastern British Columbia						
26 Grand Trunk	62,359	794	63,153	12,363	7,454	19,817
27 Grand Trunk (Canada Atlantic)	64	1,663	1,727	71	1,486	1,557
28 Halifax and Southwestern	266	39	305	6,041	15	6,056
29 Hereford	40		40	2	7	9
30 Inverness Railway and Coal Co	17	2	19	656	176	832
31 Irondale, Bancroft and Ottawa		10	10	4		4
32 Kaslo and Sloean						
33 Kent Northern						
34 Kettle Valley						
35 Kingston and Pembroke	82	31	113	38	32	70
36 Klondike Mines						
37 Lotbiniere and Megantic				3		3
38 London and Port Stanley	1	60	61	117		117
39 Manitoba Great Northern						
40 Maritime Coal Railway and Power Co		46	46		8	8
41 Massawippi Valley	131	507	638		3	3
42 Montreal and Atlantic	597	10,463	11,060	7,377	3,275	10,652
43 Montreal and Province Line						
44 Montreal and Vermont Junction		7,839	7,839		1,402	1,402
45 Morrissey, Fernie and Michel						
46 Moncton and Bouctouche						
47 Napierville Junction				27		27
48 Nelson and Fort Sheppard	14		14			
49 New Brunswick Coal and Railway Co						
50 New Brunswick and P. E. Island				450		450
51 New Westminster Southern						
52 North Shore Railway Co						

Movement for the Year ending June 30, 1911—*Continued.*

40	41	42	43	44	45	46	47	48

ANIMALS—*Continued.*

Wool.			Hides and Leather.			Other Products of Animals.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
136	28	164	95	2	97				1
			5		5				2
2	3	5	24	21	45				3
									4
26	73	99	4		4				5
									6
			218		218	55		55	7
						431		431	8
			84	1	85				9
217	16,105	16,322	1,809	22,150	23,959	9,634	52,558	62,192	10
825	505	1,330	4,729	1,272	6,001	5,899	2,188	8,087	11
37		37	1,041	12	1,053				12
			3,050	106	3,156				13
			243	11	254				14
			1,127		1,127	5,472		5,472	15
5,578	2,317	7,895	42,376	16,947	59,323	102,507	21,956	124,463	16
5		5	14		14				17
				10	10		40	40	18
									19
			108	10	118				20
						161		161	21
			19		19				22
61		61	170	40	210				23
1		1	30	30	60	25	20	45	24
									25
7,424	736	8,160	42,995	8,010	51,005	95,531	9,966	105,497	26
18	1,162	1,180	1,107	4,329	5,436	5,364	349	5,713	27
			107		107				28
2		2	6		6	238		238	29
17		17	73		73				30
1		1	2		2				31
									32
									33
									34
80	70	150	518	744	1,262				35
									36
			46		46	192	27	219	37
			4	416	420	1	324	325	38
			19	54	73	61		61	39
2		2	4		4				40
1	84	85	401	230	631				41
313	1,864	2,177	6,824	12,009	18,833	2,457	3,605	6,062	42
27		27	137	925	1,062				43
	188	188	73	2,596	2,669		8,059	8,059	44
									45
									46
				32	32				47
						184		184	48
									49
				120	120				50
									51
									52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	33	34	35	36	37	38	39
			PRODUCTS OF					
			OTHER PACKING-HOUSE PRODUCTS.			POULTRY, GAME AND FISH.		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
53	Nova Scotia Steel and Coal Co		.....	5	5	1	5	6
54	Ottawa and New York		9	25	34	31	7	38
55	Pere Marquette		45,886	30	45,916	2,971	.....	2,971
56	Phillipsburg Railway and Quarry Co		.....	.....	.....	.....	.....	.....
57	Princeton Branch of Washington County		.....	.....	.....	.....	.....	.....
58	Quebec Central		.....	.....	.....	.....	.....	.....
59	Quebec and Lake St. John		.....	446	446	2,249	.....	2,249
60	Quebec Rly. Light and Power Co		312	35	347	18	1	19
61	Quebec, Montreal and Southern		131	10	141	101	62	163
62	Quebec Oriental		20	.....	20	367	2,465	2,832
63	Red Mountain		.....	.....	.....	.....	.....	.....
64	Rutland and Noyan		.....	.....	.....	.....	52	52
65	Salisbury and Albert		.....	.....	.....	.....	.....	.....
66	Schomberg and Aurora		.....	.....	.....	.....	.....	.....
67	Stanstead, Shefford and Chambly		.....	12,639	12,639	305	996	1,301
68	St. Clair Tunnel		.....	.....	.....	.....	.....	.....
69	St. Lawrence and Adirondack		427	324	751	148	4,533	4,681
70	St. Martins		.....	.....	.....	.....	.....	.....
71	Sydney and Louisburg		3	275	278	27	19	46
72	Temiscouata		135	42	177	69	37	106
73	Temiskaming and Northern Ontario		.....	.....	.....	.....	.....	.....
74	Thousand Islands		.....	.....	.....	.....	.....	.....
75	Toronto, Hamilton and Buffalo		3,326	2,549	5,875	50	1,377	1,427
76	Vancouver, Victoria and Eastern		153	.....	153	1,929	.....	1,929
77	Victoria Terminal Rly. and Ferry Co		28	210	238	.....	31	31
78	Victoria and Sydney, B. C		61	177	238	21	10	31
79	Wabash in Canada		.....	26,509	26,509	.....	3,449	3,449
80	York and Carleton		141	23	164	.....	.....	.....
	Total		217,765	152,141	369,906	105,880	83,321	189,201

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

40	41	42	43	44	45	46	47	48	
ANIMALS—*Continued.*									
Wool.			Hides and Leather.			Other Products of Animals.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
1	.....	1	3	1	4	1	3	4	53
.....	28	28	48	14	62	2,335	583	2,918	54
2,642	66	2,708	19,857	589	20,446	10,431	23	10,454	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	66	131	197	.....	.....	.....	59
20	.....	20	130	.....	130	82	20	102	60
.....	.....	.....	8	62	70	.....	.....	.....	61
.....	.....	.....	25	24	49	48	.....	48	62
.....	.....	.....	.....	.....	.....	12	.....	12	63
.....	.....	.....	.....	2	2	.....	1	1	64
.....	.....	.....	.....	.....	.....	.....	.....	.....	65
.....	.....	.....	.....	.....	.....	.....	.....	.....	66
.....	468	468	361	1,382	1,743	.....	9,784	9,784	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
9	.....	9	537	841	1,378	1,447	1,181	2,628	69
.....	.....	.....	.....	.....	.....	.....	.....	.....	70
.....	.....	.....	.....	3	3	.....	.....	.....	71
3	.....	3	29	8	37	.....	.....	.....	72
.....	.....	.....	.....	.....	.....	97	536	633	73
.....	.....	.....	.....	.....	.....	.....	.....	.....	74
8	43	51	283	1,008	1,291	1,536	8,246	9,782	75
99	12	111	138	23	161	3,044	473	3,517	76
53	6	59	.....	72	72	.....	810	810	77
.....	59	59	28	44	72	703	110	813	78
.....	1,177	1,177	.....	8,045	8,045	.....	9,697	9,697	79
.....	.....	.....	.....	.....	.....	.....	.....	.....	80
17,608	24,994	42,602	128,975	82,326	211,301	247,948	130,559	378,507	

TABLE 12.—SUMMARY of Freight Traffic

49	50	51	52	53	54	55
	PRODUCTS					
	ANTHRACITE COAL.			BITUMINOUS COAL.		
Number. Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage
1 Alberta Ry. and Irrigation Co.	6	2 96	2 96	397 65	4,073	43,838
2 Algoma Central and Hudson Bay		2	2	26 12	6,116	8,728
3 Atlantic, Quebec and Western		3	3	3	1,125	1,128
4 Algoma Eastern	2		2	959		959
5 Bay of Quinte	120	9,758	9,878		42,483	42,483
6 Bedlington and Nelson				220	75	295
7 Brandon, Sask. and Hudson Bay	6,421		6,421	1,289		1,289
8 British Yukon				6 85		6 85
9 Brockville, Westport and Northwestern	220	552	772	200	979	1,179
10 Canada Southern		1,326,678	1,326,678		463,539	463,539
11 Canadian Govt. Rys.—Intercolonial	49,435	86,293	135,728	642,661	289,664	932,325
12 Canadian Govt. Rys.—P. E. Island	319		319	8,654		8,654
13 Canadian Northern	64,562	83,317	147,879	133,537	86,624	220,161
14 Canadian Northern, Ontario	176	7,038	7,214	699	13,645	14,344
15 Canadian Northern, Quebec		18,589	18,589		37,180	37,180
16 Canadian Pacific	139,978	712,787	852,765	1,258,751	886,299	2,145,050
17 Cape Breton					374	374
18 Caraquet		150	150		1,900	1,900
19 Carillon and Grenville						
20 Central Ontario	717	6,352	7,069	3,829	28,210	32,039
21 Crow's Nest Southern				1,907	20,241	22,148
22 Cumberland Ry. and Coal Co				86,377	226	86,603
23 Dominion Atlantic				2,388	22,623	25,011
24 Elgin and Havelock					400	400
25 Eastern British Columbia				117,609		117,609
26 Grand Trunk	1,902,398	8,185	1,910,583	1,819,841	116,414	1,936,255
27 Grand Trunk (Canada Atlantic)	48	92,589	92,637	67	108,083	108,150
28 Halifax and Southwestern				5,995	9,230	15,225
29 Hereford	31	36	67		11	11
30 Inverness Ry. and Coal Co		30	30	297,360	55	297,415
31 Irondale, Bancroft and Ottawa						
32 Kalso and Slocan				20		20
33 Kent Northern				1,500		1,500
34 Kettle Valley						
35 Kingston and Pembroke	474	1,294	1,768	138	246	384
36 Klondike Mines				84		84
37 Lotbiniere and Megantic					84	84
38 London and Port Stanley		21,756	21,756	311,405		311,405
39 Manitoba Great Northern	2,882		2,882	20,232		20,232
40 Maritime Coal, Ry. and Power Co		3	3	207,025		207,025
41 Massawippi Valley		9,422	9,422		1,860	1,860
42 Montreal and Atlantic	453	8,906	9,359	82	6,695	6,777
43 Montreal and Province Line		1,231	1,231		18,100	18,100
44 Montreal and Vermont Junction		4,983	4,983		9,346	9,346
45 Morrissey, Fernie and Michel				564,072		564,072
46 Moncton and Buctouche				2,474		2,474
47 Napierville Junction		136,667	136,667	10	5,889	5,899
48 Nelson and Fort Sheppard				1,004		1,004
49 New Brunswick Coal and Ry. Co				50,014		50,014
50 New Brunswick and P. E. Island					3,020	3,020
51 New Westminster Southern				231		231
52 North Shore Ry. Co				7,329		7,329

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

56	57	58	59	60	61	62	63	64	
OF MINES.									
COKE.			ORES.			STONE, SAND AND OTHER LIKE ARTICLES.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
.....	34,313	34,313	.....	.....	.....	225	46	271	1
.....	.....	.....	163,051	.....	163,051	104,858	726	105,584	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	3
124	.....	124	431,793	.....	431,793	12,927	.....	12,927	4
2	2,829	2,831	484	87	571	4,035	295	4,330	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
147	.....	147	.....	.....	.....	35	.....	35	7
.....	.....	.....	7,344	.....	7,344	58	.....	58	8
20	10	30	.....	.....	.....	381	12	393	9
5,534	238,748	244,282	.....	28,094	28,094	175,739	103,920	279,659	10
4,392	21,400	25,792	23,931	3,085	27,016	168,968	11,614	180,582	11
.....	.....	.....	.....	.....	.....	3,311	10	3,321	12
424	1,697	2,121	50,610	159	50,769	397,551	12,571	410,122	13
3,270	2	3,272	253,265	37	253,302	8,128	6	8,134	14
.....	13	13	.....	59	59	18,486	2,055	20,541	15
205,328	136,202	341,530	1,476,490	272,682	1,749,172	1,631,241	221,256	1,852,497	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	.....	.....	1,050	.....	1,050	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
840	2,386	3,226	99	1,547	1,646	967	632	1,599	20
30,344	48,498	84,842	.....	.....	.....	626	20	646	21
.....	.....	.....	.....	.....	.....	82	95	177	22
.....	.....	.....	341	24	365	26,326	49	26,375	23
.....	.....	.....	.....	.....	.....	400	.....	400	24
.....	.....	.....	.....	.....	.....	160	.....	160	25
298,370	562	298,932	339,006	13,158	352,164	959,395	50,572	1,009,967	26
.....	576	576	1,450	4,089	5,539	6,868	26,107	32,975	27
.....	.....	.....	18,807	.....	18,807	100	.....	100	28
.....	.....	.....	.....	.....	.....	54	20	74	29
.....	.....	.....	.....	.....	.....	1	.....	1	30
.....	.....	.....	.....	.....	.....	22	.....	22	31
.....	.....	.....	.....	.....	.....	825	.....	825	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	2,070	.....	2,070	.....	.....	.....	34
.....	25	25	18,507	474	18,981	7,891	79	7,970	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	3	12	15	8	.....	8	37
.....	1,601	1,601	.....	84	84	177	2,786	2,963	38
.....	.....	.....	.....	.....	.....	106	.....	106	39
.....	.....	.....	.....	.....	.....	168	172	340	40
.....	1,283	1,283	28,587	19,271	47,858	32,607	18,976	51,583	41
8	254	262	4,187	966	5,153	38,261	2,439	40,700	42
.....	.....	.....	.....	.....	.....	4,793	46	4,839	43
.....	.....	.....	.....	17	17	120	1,522	1,642	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	2,555	.....	2,555	46
.....	301	301	.....	100	100	.....	2,072	2,072	47
.....	.....	.....	7,858	545	8,403	41	.....	41	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	1,400	.....	1,400	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	49	50	51	52	53	54	55
			PRODUCTS					
			ANTHRACITE COAL.			BITUMINOUS COAL.		
			Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage
53	Nova Scotia Steel and Coal Co						313	313
54	Ottawa and New York		33,898		33,898	19,953	91	20,044
55	Pere Marquette		513,512		513,512		222,660	222,660
56	Phillipsburg Ry. and Quarry Co						5,804	5,804
57	Princeton Branch of Washington County		230		230	31,005		31,005
58	Quebec Central			3,100	3,100		8,800	8,800
59	Quebec and Lake St. John			4,041	4,041		13,180	13,180
60	Quebec Ry., Light and Power Co		273		273	12,623		12,623
61	Quebec, Montreal and Southern		100	26,134	26,234	224	3,058	3,282
62	Quebec Oriental					3	2,365	2,368
63	Red Mountain					1,208		1,208
64	Rutland and Noyan			4,491	4,491		754	754
65	Salisbury and Albert						1,419	1,419
66	Schomberg and Aurora						1,543	1,543
67	Stanstead, Shefford and Chambly			723	723		2,931	2,931
68	St. Clair Tunnel							
69	St. Lawrence & Adirondack		273,502	485	273,987	171,895	540	172,435
70	St. Martins						320	320
71	Sydney and Louisburg					3,435,883		3435,883
72	Temiscouata		352	222	574	2,115	1,181	3,296
73	Temiskaming and Northern Ontario		8,443	9,831	18,274	50,855	68,293	119,148
74	Thousand Islands			727	727		722	722
75	Toronto, Hamilton and Buffalo			385,739	385,739		346,329	346,329
76	Vancouver, Victoria and Eastern		17		17	14,618	108	14,726
77	Victoria Terminal Ry. and Ferry Co					59	30	89
78	Victoria and Sydney, B. C						86	86
79	Wabash, in Canada			46,885	46,885		317,567	317,567
80	York and Carleton							
	Total		2,998,569	3,019,289	6,017,858	9,331,469	3,182,903	12514,372

Movement for the Year ending June 30, 1911—*Continued.*

56	57	58	59	60	61	62	63	64	

OF MINES—*Continued.*

Coke.			Ores.			Stone, Sand and Other Like Articles.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and other Carriers.	Total Freigh Tonnage.	Number.
							26	26	53
472		472	1	25	26	2,012	1,060	3,072	54
3,249		3,249	8,838		8,838	39,348	7,118	46,466	55
						3,013	2,125	5,138	56
						3,531		3,531	57
			16,514		16,514	222		222	58
				15	15	1,625		1,625	59
2	1	3	84	38	122	62,248	122	62,370	60
	169	169	1,473		1,473	5,179	3,116	8,295	61
									62
25		25	2,952	173	3,125	15		15	63
	22	22					5,684	5,684	64
									65
									66
				103	103	35	2,391	2,426	67
									68
30,878	7	30,885	141	218	359	2,030	22,356	24,386	69
						160		160	70
						7,445	1,700	9,145	71
						2	3	5	72
			45,334	220	45,554	4,692	1	4,693	73
23	87	110				3,246	221	3,467	74
	229,849	229,849		9,300	9,300	38,532	59,808	98,340	75
96,352	102	96,454	536,697		536,697	15,248		15,284	76
						6	422	428	77
						220	208	428	78
	3,722	3,722		7,663	7,633		53,040	53,040	79
6,114	55	6,169							80
691,918	724,714	1,416,632	3,439,917	362,245	3,802,162	3,799,791	617,499	4,417,290	

TABLE 12.—SUMMARY of Freight Traffic

65	66	67	68	69	70	71
	PRODUCTS OF MINES—*Con.*			PRODUCTS OF		
	OTHER PRODUCTS OF MINES.			LUMBER.		
Name of Railway.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1 Alberta Ry. and Irrigation Co.	94	190	284	2,619	8,813	11,432
2 Algoma Central and Hudson Bay				4,686	522	5,208
3 Atlantic, Quebec and Western				2,054	829	2,883
4 Algoma Eastern				476		476
5 Bay of Quinte				7,886	7,510	15,396
6 Bedlington and Nelson				33		33
7 Brandon, Saskatchewan and Hudson Bay				2,250	49	2,299
8 British Yukon				2,512		2,512
9 Brockville, Westport and Northwestern				2,324	422	2,746
10 Canada Southern	65,912	54,507	120,419	6,895	209,791	216,686
11 Canadian Govt.—Intercolonial	7,905	9,590	17,495	482,265	121,009	603,274
12 " " P. E. Island				12,458	127	12,585
13 Canadian Northern				629,198	107,959	737,157
14 Canadian Northern, Ontario				63,238	1,780	65,018
15 Canadian Northern, Quebec		494	494	54,762	13,691	68,453
16 Canadian Pacific	60,562	22,802	83,364	1,941,937	314,294	2,256,231
17 Cape Breton				2,387	93	2,480
18 Caraquet				10,260		10,260
19 Carillon and Grenville				5		5
20 Central Ontario	329	941	1,270	31,232	4,294	35,526
21 Crow's Nest Southern				46,315		46,315
22 Cumberland Ry. and Coal Co				27,353	109	27,462
23 Dominion Atlantic				74,762	3,332	78,094
24 Elgin and Havelock				8,596	2	8,598
25 Eastern British Columbia				3,470		3,470
26 Grand Trunk	60,163	2,290	62,453	1,031,080	376,994	1,408,074
27 Grand Trunk (Canada Atlantic)	160	2,388	2,548	266,552	49,993	316,545
28 Halifax and Southwestern	224	25	249	69,093	678	69,771
29 Hereford	40	20	60	19,892	87	19,979
30 Inverness Ry. and Coal Co	182	18	200	1,412	1,217	2,629
31 Irondale, Braneroft and Ottawa				5,179		5,179
32 Kaslo and Slocan	10		10	105		105
33 Kent Northern				1,000		1,000
34 Kettle Valley				883	65	948
35 Kingston and Pembroke				26,880	11,636	38,516
36 Klondike Mines				105		105
37 Lotbiniere and Megantic				15,242	109	15,351
38 London and Port Stanley	317	1,801	2,118	898	4,389	5,287
39 Manitoba Great Northern				2,525		2,525
40 Maritime Coal Ry. and Power Co				946	3,888	4,834
41 Massawippi Valley		1,150	1,150	5,300	93,643	98,943
42 Montreal and Atlantic	158	3,944	4,102	32,129	53,582	85,711
43 Montreal and Province Line				893	16,831	17,724
44 Montreal and Vermont Junction		16,510	16,510	87	30,090	30,177
45 Morrissey, Fernie and Michel					17,000	17,000
46 Moncton and Buctouche				11,595		11,595
47 Napierville Junction				70	6,196	6,266
48 Nelson and Fort Sheppard				3,457		3,457
49 New Brunswick Coal and Ry. Co				16,245		16,245
50 New Brunswick and P. E. Island				22,845		22,845
51 New Westminster Southern				25,242		25,242

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

72	73	74	75	76	77	78	79	80	
FORESTS.			MANUFACTURES.						
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
582	1,115	1,697	360	412	772	2,762	1,194	3,956	1
81,071	6,738	87,809	59	42	101	73	42	115	2
			11	72	83		8	8	3
16,184		16,184	13	4	17	22	4	26	4
2,355	31,701	34,056	186	683	869				5
1,425	50	1,475							6
1,022	33	1,055	41		41	30		30	7
			12		12	169		169	8
60	263	323	152	86	238	98	144	242	9
17,722	66,936	84,658	9,251	43,824	53,075	623	33,623	34,246	10
370,261	49,222	419,483	23,840	10,571	34,411	38,286	21,662	59,948	11
			803	275	1,078	1,162	347	1,509	12
399,001	18,784	417,785	19,789	17,879	37,668	12,680	6,662	19,342	13
79,966	5,909	85,875	1,782	107	1,889	714	206	920	14
149,184	71,817	221,001		2,583	2,583				15
1,187,338	217,220	1,404,558	82,041	89,396	171,437	134,544	72,552	207,096	16
	7	7							17
1,960		1,960					20	20	18
									19
64,386	1,290	65,676	18	1,196	1,214		447	447	20
14,463		14,463	208		208				21
450		450		48	48		181	181	22
3,302		3,302	1,646	75	1,721	1,845	25	1,870	23
150		150		30	30	15	70	85	24
700		700							25
629,422	446,777	1,076,199	156,021	8,428	164,449	50,547	73,409	123,956	26
161,489	61,195	222,684	150	7,146	7,296	34	5,382	5,416	27
51,427	401	51,828	1,227	295	1,522	595	107	702	28
77,942		77,942	128	72	200	129	43	172	29
3,723		3,723	35	304	339	21	72	93	30
14,026		14,026		61	61		67	67	31
									32
									33
1,507		1,507							34
			235	818	1,053	833	2,244	3,077	35
17,172		17,172							36
28,611		28,611		180	180		14	14	39
560	1,986	2,546	109	2,635	2,744	662	6,377	7,039	38
2,160		2,160	83		83				39
				114	114		57	57	40
20,203	169,337	189,540		1,270	1,270		421	421	41
59,317	44,502	103,819	283	728	1,011	32,725	4,940	37,665	42
				39	39		86	86	43
83	24,759	24,842		3,582	3,582		5,491	5,491	44
									45
									46
	107,405	107,405		1,533	1,533				47
7,318		7,318	108		108				48
654		654							49
720		720		85	85		725	725	50
1,525		1,525	68		68				51

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	65	66	67	68	69	70	71
			PRODUCTS OF MINES—*Con.*			PRODUCTS OF		
			OTHER PRODUCTS OF MINES.			LUMBER.		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Road and other Carriers.	Total Freight Tonnage.
52	North Shore Railway Co.					443		443
53	Nova Scotia Steel and Coal Co.			43	43	7,626	9	7,635
54	Ottawa and New York		205	817	1,022	1,597	5,105	6,702
55	Pere Marquette		17,746	1,666	19,412	73,272	4,440	77,712
56	Phillipsburg Ry. and Quarry Co.					83	471	554
57	Princeton Bch. of Washington County		3,324		3,324	5,829		5,829
58	Quebec Central		74,360		74,360	128,540		128,540
59	Quebec and Lake St. John			194	194	65,490	11,770	77,260
60	Quebec Ry. Light and Power Co.					7,479	114	7,593
61	Quebec, Montreal and Southern					3,796	19,753	23,549
62	Quebec Oriental					7,008	881	7,889
63	Red Mountain					838		838
64	Rutland and Noyan			1	1		28,418	28,418
65	Salisbury and Albert		18,636		18,636	11,730		11,730
66	Schomberg and Aurora			60	60	1,228		1,228
67	Stanstead, Shefford and Chambly			17,820	17,820	462	20,812	21,274
68	St. Clair Tunnel							
69	St. Lawrence and Adirondack		757	2,675	3,432	8,294	67,221	75,515
70	St. Martins					7,450		7,450
71	Sydney and Louisburg					20,230	24,360	44,590
72	Temiscouata					101,385	786	102,171
73	Temiskaming and Northern Ontario		3,738	22	3,760	54,449	5,539	59,988
74	Thousand Islands					232	2,407	2,639
75	Toronto, Hamilton and Buffalo		2,009	13,336	15,345	4,155	29,096	33,251
76	Vancouver, Victoria and Eastern		4,246		4,246	96,990	2,847	99,837
77	Victoria Terminal Ry. and Ferry Co.					826	5,746	6,572
78	Victoria and Sidney, B.C.					6,485	1,170	7,655
79	Wabash, in Canada			9,541	9,541		77,256	77,256
80	York and Carleton						194	194
	Total		321,077	162,845	483,922	559,545	1,769,419	7364,964

Movement for the Year ending June 30, 1911—*Continued.*

72	73	74	75	76	77	78	79	80	
FORESTS—*Continued.*			MANUFACTURES.						
OTHER PRODUCTS OF FORESTS.			PETROLEUM AND OTHER OILS.			SUGAR.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
									52
	3	3		18	18		20	20	53
6,884	16,355	23,239	1,134	44	1,178	460	39	499	54
37,623	1,923	39,546	34,828	870	35,698	31,395	6,133	37,528	55
	180	180		15	15				56
73,251		73,251	159		159				57
315,976		315,976		5,433	5,433		3,951	3,951	58
65,727	35,799	101,526		425	425		463	463	59
29,155		29,155	122	91	216	297	1	298	60
3,298	115,222	118,520		1,210	1,210		91	91	61
1,017	189	1,206	9	204	213		10	10	62
8,318		8,318							63
	130,645	130,645		196	196				64
			64		64				65
20		20		7	7		87	87	66
	16,668	16,668		3,832	3,832		5,606	5,606	67
									68
4,299	21,795	26,094	4,725	237	4,962	41,428	106	41,534	69
1,225		1,225							70
137	535	672		730	730	2	90	92	71
			74	286	360	131	159	290	72
116,609	47	116,656	1,329	2,543	3,872				73
									74
2,675	13,452	16,127	410	14,753	15,163	148	395	543	75
6,561	1,150	7,711	3,801	421	4,222	236		236	76
47	10,328	10,375	1,310	113	1,423	157	4	161	77
10,464	137	10,601		1,423	1,423		161	161	78
	28,781	28,781		17,600	17,600		7,768	7,768	79
									80
4,152,727	1,720,656	5,873,383	346,624	245,027	591,651	352,823	261,706	614,529	

TABLE 12.—SUMMARY of Freight Traffic

81	82	83	84	85	86	87
						MANUFAC
	NAVAL STORES.			IRON, PIG AND BLOOM.		
Number. Name of Railway.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
1 Alberta Railway and Irrigation Co.				17	34	51
2 Algoma Central and Hudson Bay				66	191	257
3 Atlantic, Quebec and Western				4	93	97
4 Algoma Eastern						
5 Bay of Quinte				15,257	28	15,285
6 Bedlington and Nelson						
7 Brandon, Saskatchewan and Hudson Bay						
8 British Yukon	102		102	56		56
9 Brockville, Westport and Northwestern				115	10	125
10 Canada Southern				9,720	62,480	72,200
Canadian Government Ry.—						
11 Intercolonial	1,407	758	2,165	177,984	14,337	192,321
12 Prince Edward Island	1		1	250	62	312
13 Canadian Northern				12,477	27,580	40,057
14 Canadian Northern, Ontario				12	100	112
15 Canadian Northern, Quebec						
16 Canadian Pacific	359	25	384	97,436	136,120	233,556
17 Cape Breton						
18 Caraquet						
19 Carillon and Grenville						
20 Central Ontario		4	4	82	130	212
21 Crow's Nest Southern						
22 Cumberland Railway and Coal Co.					60	60
23 Dominion Atlantic	296		296	518	267	785
24 Elgin and Havelock						
25 Eastern British Columbia						
26 Grand Trunk	6,112	4,077	10,189	202,516	16,168	218,684
27 Grand Trunk, Canada Atlantic	66	2,732	2,798	799	12,683	13,482
28 Halifax and Southwestern						
29 Hereford	4	34	38	66	1	67
30 Inverness Railway and Coal Co	1	16	7	15	28	43
31 Irondale, Bancroft and Ottawa					12	12
32 Kaslo and Slocan						
33 Kent Northern						
34 Kettle Valley						
35 Kingston and Pembroke				1	106	107
36 Klondike Mines						
37 Lotbinière and Megantic						
38 London and Port Stanley	4	35	39	466	2,330	2,796
39 Manitoba Great Northern						
40 Maritime Coal Railway and Power Co.				50	19	69
41 Massawippi Valley	122	10	132	228	454	682
42 Montreal and Atlantic				351	7,512	2,867
43 Montreal and Province Line						
44 Montreal and Vermont Junction						
45 Morrissey, Fernie and Michel						
46 Moncton and Buctouche						
47 Napierville Junction					393	393
48 Nelson and Fort Sheppard						

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

88	89	90	91	92	93	94	95	96	
TURES—*Continued.*									
Iron and Steel Rails.			Other Castings & Machinery.			Bar and Sheet Metal..			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers	Total Freight Tonnage.	Number.
2	.....	2	642	998	1,640	77	14	91	1
9,101	.....	9,101	458	231	689	240	15	255	2
.....	.....	.....	173	2,299	2,472	.....	.....	.....	3
30	.....	30	224	6	230	.....	.....	.....	4
150	35	185	207	594	801	.....	2	2	5
64	5	69	10	20	30	.....	.....	.....	6
.....	.....	.....	922	.....	922	7	12	19	7
.....	.....	.....	3,614	.....	3,614	.....	.....	.....	8
.....	42	42	25	175	200	.....	26	26	9
3,975	4,535	8,510	27,156	186,802	213,958	7,303	175,395	182,698	10
83,420	5,301	88,721	64,841	4,927	69,768	166,292	1,439	167,731	11
698	15	713	297	208	505	128	89	217	12
74,327	51,564	125,891	32,821	13,777	46,608	3,181	877	4,058	13
3,944	1,402	5,346	1,278	719	1,997	546	148	694	14
.....	5,252	5,252	45,140	15,053	60,193	.....	.....	.....	15
87,233	34,435	121,668	161,945	121,802	283,747	33,276	138,097	171,373	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	.....	.....	.....	40	40	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
347	4,418	4,765	847	2,412	3,259	67	20	87	20
488	.....	488	259	35	294	93	.....	93	21
.....	.....	.....	90	111	201	.....	.....	.....	22
97	.....	97	1,762	662	2,424	414	25	439	23
.....	50	50	75	10	85	.....	.....	.....	24
.....	100	100	.....	75	75	.....	.....	.....	25
165,516	12,680	178,196	117,187	14,142	131,329	89,746	113,877	203,623	26
129	5,046	5,175	576	7,621	8,197	275	1,682	1,957	27
3	80	83	875	333	1,208	.....	.....	.....	28
53	14	67	190	49	239	46	24	70	29
96	96	192	14	164	178	1	1	2	30
.....	.....	.....	5	210	215	.....	10	10	31
.....	.....	.....	70	.....	70	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	39	20	59	.....	.....	.....	34
52	3	55	645	2,029	2,674	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	80	102	182	.....	4	4	37
246	.....	246	45,999	307	46,306	2,770	3	2,773	38
228	.....	228	881	.....	881	1,068	.....	1,068	39
30	252	282	12	196	208	1	44	45	40
71	1,731	1,802	732	4,015	4,747	10	579	589	41
60	11,309	11,369	7,486	9,444	16,930	850	2,600	3,450	42
.....	.....	.....	.....	387	387	.....	.....	.....	43
.....	.....	.....	.....	7,765	7,765	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	51	51	.....	1,489	1,489	.....	1,663	1,663	47
.....	.....	.....	186	28	214	95	.....	95	48

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	81	82	83	84	85	86	87
			MANUFAC					
			NAVAL STORES.			IRON, PIG AND BLOOM.		
			Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.
49	New Brunswick Coal and Railway Co							
50	New Brunswick and P. E. Island							
51	New Westminster Southern							
52	North Shore Railway Co							
53	Nova Scotia Steel and Coal Co						3	3
54	Ottawa and New York		278	69	347	66	238	304
55	Pere Marquette		321	15	336	5,198	1,197	6,395
56	Phillipsburg Railway and Quarry Co							
57	Princeton Branch of Washington County					310		310
58	Quebec Central						3,457	3,457
59	Quebec and Lake St. John							
60	Quebec Railway, Light and Power Co			53	53	604	84	688
61	Quebec, Montreal and Southern			13	13	1,172	1,302	2,474
62	Quebec Oriental					24	151	175
63	Red Mountain							
64	Rutland and Noyan							
65	Salisbury and Albert							
66	Schomberg and Aurora							
67	Stanstead, Shefford and Chambly						4,250	4,250
68	St. Clair Tunnel							
69	St. Lawrence and Adirondack		930	291	1,221	446	127	573
70	St. Martins							
71	Sydney and Louisburg							
72	Temiscouata					4	2	6
73	Temiskaming and Northern Onratio							
74	Thousand Islands						1,269	1,269
75	Toronto, Hamilton and Buffalo					4,006	56,419	60,425
76	Vancouver, Victoria and Eastern					21	27	48
77	Victoria Terminal Ry. and Ferry Co.					90		90
78	Victoria and Sydney, B.C.						90	90
79	Wabash, in Canada			297	297		7,560	7,560
80	York and Carleton							
	Total		10,003	8,419	18,422	530,427	357,374	887,801

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

88	89	90	91	92	93	94	95	96	
TURES—*Continued.*									
Iron and Steel Rails.			Other Castings & Machinery.			Bar and Sheet Metal.			
Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage Received from Connecting Roads and Other Carriers	Total Freight Tonnage.	Number.
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	250	250	.....	115	115	.....	125	125	50
166	.....	166	436	.....	436	20	.....	20	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	20	68	88	.....	1	1	53
76	26	102	792	362	1,154	2,489	168	2,657	54
2,479	.....	2,479	67,440	1,691	69,131	724	4,662	5,386	55
.....	.....	.....	.....	412	412	.....	.....	.....	56
62	.....	62	313	.....	313	28	.....	28	57
.....	1,320	1,320	1,600	1,363	2,963	.....	4,939	4,939	58
.....	5,871	5,871	1,108	3,015	4,123	.....	.....	.....	59
1,853	.....	1,853	535	187	722	122	10	132	60
116	135	251	602	2,467	3,069	13	771	784	61
.....	.....	.....	9	2,326	2,335	.....	.....	.....	62
15	.....	15	57	.....	57	38	.....	38	63
.....	.....	.....	.....	3,341	3,341	.....	18	18	64
.....	.....	.....	.....	.....	.....	.....	.....	.....	65
.....	.....	.....	.....	26	26	.....	.....	.....	66
.....	.....	.....	.....	.....	.....	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
52	221	273	6,027	2,613	8,640	2,602	1,221	3,823	69
.....	.....	.....	100	140	240	.....	.....	.....	70
700	450	1,150	45	160	205	12	210	222	71
87	1,528	1,615	144	216	360	2	29	31	72
8,041	6,279	14,320	.....	.....	.....	.....	.....	.....	73
624	.....	624	441	117	558	866	5,419	6,285	74
532	4,664	5,196	6,367	71,993	78,360	7,180	106,723	113,903	75
928	5	933	5,146	38	5,184	5,601	16	5,617	76
108	48	156	117	207	324	206	46	252	77
.....	156	156	.....	344	344	.....	252	252	78
.....	11,412	11,412	.....	36,512	36,512	.....	52,271	52,271	79
.....	.....	.....	595	581	1,176	.....	.....	.....	80
446,199	170,781	616,980	609,667	527,551	1,137,218	326,389	613,527	939,916	

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	97	98	99	100	101	102	103
			MANUFAC					
			CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co...		1,171	552	1,723	651	791	1,442
2	Algoma Central and Hudson Bay....		234	216	450	.....	.....	.....
3	Atlantic, Quebec and Western.....		98	299	397	27	516	543
4	Algoma Eastern.....		17	20	37	.....	.....	.....
5	Bay of Quinte.....		102,777	153	102,930	6	47	53
6	Bedlington and Nelson.....		28	.....	28	.....	.....	.....
7	Brandon, Sask. and Hudson Bay.....		618	.....	618	854	.....	854
8	British Yukon.....		251	.....	251	.....	.....	.....
9	Brockville, Westport and Northwestern.....		953	748	1,701	46	376	422
10	Canada Southern.....		8,918	73,589	82,507	10,775	48,772	59,547
11	Canadian Govt. Ry.—Intercolonial..		52,370	72,011	124,381	5,091	802	5,893
12	" " " P. E. Island..		1,539	422	1,961	631	179	810
13	Canadian Northern.....		65,509	69,240	134,749	55,661	11,054	66,715
14	Canadian Northern, Ontario.....		1,572	189	2,761	4,054	113	4,167
15	Canadian Northern, Quebec.....		77,855	.....	77,855	420	181	601
16	Canadian Pacific.....		735,793	253,791	989,584	133,967	59,164	193,131
17	Cape Breton.....		.....	.....	.....	.....	26	26
18	Caraquet.....		.....	200	200	.....	100	100
19	Carillon and Grenville.....		.....	.....	.....	.....	.....	.....
20	Central Ontario.....		250	7,854	8,104	10	90	100
21	Crow's Nest Southern.....		624	.....	624	.....	.....	.....
22	Cumberland Ry. and Coal Co.....		.....	99	99	.....	24	24
23	Dominion Atlantic.....		3,867	350	4,217	275	79	354
24	Elgin and Havelock.....		100	25	125	.....	12	12
25	Eastern British Columbia.....		.....	146	146	.....	.....	.....
26	Grand Trunk.....		584,113	37,077	621,190	103,266	17,331	120,597
27	Grand Trunk, Canada Atlantic.....		42,770	24,384	67,154	258	2,684	2,942
28	Halifax and Southwestern.....		838	2,205	3,043	47	42	89
29	Hereford.....		8,517	369	8,886	16	51	67
30	Inverness Ry. and Coal Co.....		127	113	240	4	3	7
31	Irondale, Bancroft and Ottawa.....		.....	189	189	.....	20	20
32	Kalso and Slocan,.....		.....	.....	.....	.....	.....	.....
33	Kent Northern.....		.....	.....	.....	.....	.....	.....
34	Kettle Valley.....		.....	.....	.....	.....	.....	.....
35	Kingston and Pembroke.....		783	499	1,282	40	44	84
36	Klondike Mines.....		.....	.....	.....	.....	.....	.....
37	Lotbiniere and Megantic.....		.....	162	162	4	42	46
38	London and Port Stanley.....		1,110	218	1,328	28	322	350
39	Manitoba Great Northern.....		297	25	322	1,171	.....	1,171
40	Maritime Coal Ry. and Power Co....		.....	87	87	.....	10	10
41	Massawippi Valley.....		99	367	466	55	821	876
42	Montreal and Atlantic.....		4,020	5,970	9,990	994	1,351	2,345
43	Montreal and Province Line.....		736	1,421	2,157	.....	.....	.....
44	Montreal and Vermont Junction.		21	1,138	1,159	.....	84	84
45	Morrissey, Fernie and Michel.....		.....	.....	.....	.....	.....	.....
46	Moncton and Buctouche.....		.....	.....	.....	.....	.....	.....
47	Napierville Junction.....		26	2,275	2,301	.....	.....	.....
48	Nelson and Fort Sheppard.....		686	.....	686	5	.....	5
49	New Brunswick Coal & Ry Co.....		.....	.....	.....	.....	.....	.....
50	New Brunswick & P. E. Island.....		.....	165	165	.....	350	350
51	New Westminster Southern.....		279	.....	279	.....	.....	.....
52	North Shore Railway Co.....		.....	.....	.....	.....	.....	.....

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

104	105	106	107	108	109	110	111	112	
TURES—*Continued.*									
Wagons, Carriages, Tools, &c.			Wines, Liquors and Beers.			Household Goods and Furniture.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
178	138	316	10	52	62	1,064	627	1,691	1
41	2	43	17	.....	17	304	2	306	2
22	57	79	13	39	52	144	50	194	3
.....	.....	.....	132	.....	132	172	.....	172	4
1,531	45	1,576	6	63	69	301	85	386	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	6
199	.....	199	67	.....	67	78	8	86	7
13	.....	13	357	.....	357	27	.....	27	8
12	42	54	74	81	155	398	165	563	9
26,852	13,406	50,258	1,885	17,587	19,472	2,621	17,888	20,509	10
3,512	866	4,378	3,987	2,005	5,992	7,132	3,079	10,211	11
169	59	228	221	142	363	454	194	648	12
10,975	6,987	17,962	12,382	4,776	17,158	46,654	31,908	78,562	13
215	88	303	832	321	1,153	1,429	218	1,647	14
263	113	376	682	171	853	1,008	252	1,260	15
38,046	18,869	56,915	74,647	25,657	100,304	123,353	37,884	161,237	16
.....	.....	.....	.....	2	2	.....	.....	.....	17
.....	60	60	.....	80	80	40	20	60	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	65	65	4	273	277	802	163	965	20
20	.....	20	70	.....	70	45	.....	45	21
.....	30	30	1	108	109	134	173	307	22
332	13	345	184	3	187	1,410	356	1,766	23
.....	5	5	375	.....	375	10	10	20	24
.....	.....	.....	.....	.....	.....	6	.....	62	25
31,154	6,524	37,678	63,151	400	63,551	73,179	2,931	76,110	26
2,364	1,365	3,729	107	7,235	7,342	779	4,655	5,434	27
69	39	108	1,217	308	1,525	823	57	880	28
11	4	15	14	45	59	489	50	539	29
1	.....	1	22	58	80	102	64	166	30
.....	17	17	.....	53	53	70	34	105	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	34
190	38	228	564	409	973	857	116	973	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	36
3	14	17	.....	13	13	92	48	140	37
71	396	467	.....	157	157	.....	190	190	38
704	.....	704	75	.....	75	369	7	376	39
4	29	33	1	61	62	38	40	78	40
200	381	581	114	166	280	691	817	1,508	41
239	1,105	1,344	357	4,987	5,344	2,932	1,513	4,445	42
.....	.....	.....	.....	41	41	253	.....	253	43
.....	.....	.....	.....	502	502	27	3,112	3,139	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	34	12	46	47
.....	.....	.....	14	.....	14	24	.....	24	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	120	120	.....	.....	.....	50
.....	.....	.....	12	.....	12	10	.....	10	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	52

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	97	98	99	100	101	102	103
			MANUFAC					
			CEMENT, BRICK AND LIME.			AGRICULTURAL IMPLEMENTS.		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
53	Nova Scotia Steel and Coal Co.		.....	34	34	.....	2	2
54	Ottawa and New York		8,683	911	9,594	38	30	68
55	Pere Marquette		34,481	7,439	41,920	7,700	710	8,410
56	Phillipsburg Ry. and Quarry Co.		.....	613	613	.....	.....	.....
57	Princeton Bch. of Washington Co.		4,060	.....	4,060	.....	.....	.....
58	Quebec Central		24,281	.....	24,281	.....	6,915	6,915
59	Quebec and Lake St. John		6,009	5,722	11,731	.....	520	520
60	Quebec Ry. Light and Power Co.		2,164	116	2,280	66	11	77
61	Quebec Montreal and Southern		3,818	2,213	6,031	.....	40	40
62	Quebec Oriental		71	264	335	62	279	341
63	Red Mountain		.....	.....	.....	.....	.....	.....
64	Rutland and Noyan		.....	47	47	.....	.....	.....
65	Salisbury and Albert		.....	.....	.....	.....	.....	.....
66	Schomberg and Aurora		.....	465	465	.....	55	55
67	Stanstead, Shefford and Chambly		27	1,563	1,590	.....	287	287
68	St. Clair Tunnel		.....	.....	.....	.....	.....	.....
69	St. Lawrence and Adirondack		4,292	12,546	16,838	219	23	242
70	St. Martins		.....	.....	.....	.....	.....	.....
71	Sydney and Louisburg		980	310	1,290	.....	.....	.....
72	Temiscouta		327	697	1,024	144	257	401
73	Temiskaming and Northern Ontario		6,427	8,395	14,822	2,794	3,989	6,783
74	Thousand Islands		20	347	367	.....	10	10
75	Toronto, Hamilton and Buffalo		2,858	21,624	24,482	45,802	1,191	46,993
76	Vancouver, Victoria and Eastern		12,547	13	12,560	302	.....	302
77	Victoria Terminal Ry. & Ferry Co.		129	1,033	1,162	114	50	164
78	Victoria and Sydney, B.C.		180	982	1,162	.....	164	164
79	Wabash, in Canada		.....	61,956	61,956	.....	4,450	4,450
80	York and Carleton		.....	.....	.....	.....	.....	.....
	Total		1,810,320	684,858	2,495,178	375,597	164,464	540,061

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

104	105	106	107	108	109	110	111	112	
TURES—*Continued.*									
WAGONS, CARRIAGES, TOOLS, &c.			WINES, LIQUORS AND BEERS.			HOUSEHOLD GOODS AND FURNITURE.			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight	Number.
.....	1	1	.....	.....	.....	11	15	26	53
67	28	95	2,904	72	2,976	1,438	185	1,623	54
13,762	371	14,133	10,618	1	10,619	5,202	268	5,470	55
.....	.....	.....	.....	.....	.....	.....	25	25	56
40	.....	40	.....	.....	.....	.....	.....	.....	57
.....	1,976	1,976	3,704	1,482	5,186	3,087	5,927	9,014	58
.....	195	195	135	309	444	64	33	97	59
152	60	212	1,207	28	1,235	302	53	355	60
29	132	161	117	231	348	196	110	306	61
7	29	36	29	204	233	182	159	341	62
.....	.....	.....	147	.....	147	.....	.....	.....	63
.....	3	3	.....	.....	.....	.....	149	149	64
.....	.....	.....	.....	.....	.....	.....	.....	.....	65
.....	21	21	.....	84	84	.....	.....	.....	66
.....	.....	.....	.....	862	862	64	540	604	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
425	1,083	1,508	240	471	711	1,739	310	2,049	69
.....	.....	.....	.....	.....	.....	.....	140	140	70
.....	42	42	.....	.....	.....	240	300	540	71
56	97	153	286	641	927	188	65	253	72
.....	.....	.....	1,674	3,252	4,926	1,270	926	2,196	73
.....	.....	.....	.....	.....	.....	83	10	93	74
2,269	518	2,787	154	1,324	1,478	715	828	1,543	75
1,249	.....	1,249	1,330	6	1,336	4,577	.....	4,577	76
41	137	178	353	191	544	74	505	579	77
.....	178	178	.....	556	556	16	570	586	78
.....	3,991	3991	.....	14,041	14,041	.....	6,880	6,880	79
.....	.....	.....	.....	.....	.....	.....	.....	.....	80
135,487	69,619	205,106	184,492	89,670	274,162	287,803	124,726	412,529	

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	113	114	115	116	117	118	119
			MANUFACTURES—*Con.*			MERCHANDISE.		
			OTHER MANUFACTURES.			—		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
1	Alberta Railway and Irrigation Co...		3,632	6,103	9,735	5,882	2,516	8,398
2	Algoma Central and Hudson Bay....		.....	.....	.....	1,127	678	1,805
3	Atlantic, Quebec and Western.....		.....	.....	.....	90	108	198
4	Algoma Eastern.....		476	.....	476	67	13	80
5	Bay of Quinté.....		350	283	633	455	.....	455
6	Bedlington and Nelson.....		.....	.....	.....	93	4	97
7	Brandon, Saskatchewan & Hud. Bay		1,165	15	1,180	1,390	46	1,436
8	British Yukon.....		.....	.....	.....	6,021	.....	6,021
9	Brockville, Westport and Northwes'n		253	1,022	1,275	167	568	735
10	Canada Southern.....		123,949	938,466	1,062,415	.....	.....	.....
11	Canadian Govt. Ry. (Intercolonial)..		250,515	41,228	291,743	46,000	101,212	147,212
12	" " (P. E. Island)..		.....	.....	.....	.....	.....	.....
13	Canadian Northern.....		45,277	50,371	95,648	12,178	86,122	98,300
14	Canadian Northern, Ontario.....		2,342	1,576	3,918	3,618	669	4,287
15	Canadian Northern, Quebec.....		24,494	13,190	37,684	9,720	3,240	12,960
16	Canadian Pacific.....		1,621,907	622,302	2,244,209	253,323	151,069	404,392
17	Cape Breton.....		.....	.....	.....	.....	.....	.....
18	Caraquet.....		100	.....	100	400	4,089	4,489
19	Carillon and Grenville.....		.....	.....	.....	.....	.....	.....
20	Central Ontario.....		10,685	4,368	15,053	6,239	13,726	19,965
21	Crow's Nest Southern.....		966	88	1,054	2,296	34	2,330
22	Cumberland Railway and Coal Co...		.....	534	534	.....	.....	.....
23	Dominion Atlantic.....		1,346	822	2,168	11,977	2,042	14,019
24	Elgin and Havelock.....		500	350	850	.....	600	600
25	Eastern British Columbia.....		.....	35	35	.....	514	514
26	Grand Trunk.....		154,745	52,457	207,202	796,246	126,787	923,033
27	Grand Trunk (Canada Atlantic).....		25,711	26,528	52,239	28,864	130,275	159,139
28	Halifax and Southwestern.....		19,721	419	20,140	.....	.....	.....
29	Hereford.....		752	87	839	2,884	815	3,699
30	Inverness Railway and Coal Co.....		.....	.....	.....	.....	.....	.....
31	Irondale, Baneroft and Ottawa.....		20	10	30	15	786	801
32	Kaslo and Slocan.....		.....	.....	.....	.....	.....	.....
33	Kent Northern.....		500	.....	500	3,500	.....	3,500
34	Kettle Valley.....		.....	.....	.....	225	.....	225
35	Kingston and Pembroke.....		.....	.....	.....	11,894	7,741	19,635
36	Klondike Mines.....		41	.....	41	642	.....	642
37	Lotbinière and Megantic.....		11	63	74	112	427	539
38	London and Port Stanley.....		.....	47	47	16,495	20,151	36,646
39	Manitoba Great Northern.....		1,175	.....	1,175	527	34	561
40	Maritime Coal, Ry. and Power Co...		.....	.....	.....	.....	.....	.....
41	Massawippi Valley.....		22,650	2,833	25,483	2,898	8,040	10,938
42	Montreal and Atlantic.....		183,697	70,688	254,385	1,323	17,298	18,621
43	Montreal and Province Line.....		.....	.....	.....	4,287	11,079	15,366
44	Montreal and Vermont Jct.....		.....	.....	.....	516	9,901	10,417
45	Morrissey, Fernie and Michel.....		.....	.....	.....	2,640	.....	2,640
46	Moncton and Buetouche.....		3,464	.....	3,464	.....	.....	.....
47	Napierville Jct.....		16	5,274	5,290	257	1,176	1,433
48	Nelson and Fort Sheppard.....		242	10	252	2,336	85	2,421
49	New Brunswick Coal and Railway Co		1,250	2,503	3,753	.....	.....	.....
50	New Brunswick and P. E. Island.....		.....	15	15	.....	2,595	2,595
51	New Westminster Southern.....		877	.....	877	4,089	.....	4,089
52	North Shore Railway Co.....		.....	.....	.....	.....	.....	.....
53	Nova Scotia Steel and Coal Co.....		4	86	90	24	115	139

Movement for the Year ending June 30, 1911—*Continued.*

120	121	122	123	124	125	A	B	C	
MISCELLANEOUS.			RECAPITULATION.			——			
OTHER COMMODITIES.			GRAND TOTAL.			——			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
525	3,031	3,556	93,443	-1,645	165,088				1
4,910	1,026	5,936	377,719	17,916	395,635				2
271	419	690	5,842	7,273	13,115				3
1,476		1,476	465,589	155	465,744				4
15,355	39,897	55,252	159,228	140,490	299,718				5
31		31	2,023	260	2,283				6
1,026		1,026	42,489	362	42,851				7
273		273	28,940		28,940				8
458	843	1,301	13,606	12,209	25,815				9
34,001	306,007	340,008	684,199	6,207,823	6,892,022				10
96,134	20,886	117,020	3,003,578	1,251,225	4,254,803				11
26,105	5,131	31,236	99,819	9,526	109,345				12
320,658	144,590	465,248	3,710,361	965,044	4,675,405				13
10,512	9,079	19,591	457,353	48,771	506,124				14
119,189	39,730	158,919	562,373	228,826	791,199				15
540,635	207,433	748,068	17,214,398	5,321,816	22,536,214				16
107	316	423	3,983	1,696	5,679				17
	1,300	1,300	16,150	11,254	27,404				18
3	10	13	20	32	52				19
24,365	7,139	31,504	165,309	98,668	263,977				20
701	31	732	107,041	70,517	177,558				21
	3,401	3,401	114,672	7,689	122,361				22
32,481	7,651	40,132	224,123	58,292	382,415				23
	190	190	11,274	3,274	14,548				24
	30	30	121,945	1,185	123,130				25
1,808,363	150,633	1,958,996	14,653,719	1,981,633	16,635,352				26
36,983	67,985	104,968	778,936	775,183	1,554,119				27
13,522	3,875	17,397	204,199	32,496	236,695				28
161		161	116,087	3,120	119,207				29
585	4,258	4,843	305,081	10,232	315,313				30
			19,592	2,072	21,664				31
368	5	373	1,422	5	1,427				32
			8,000		8,000				33
			5,080	125	5,205				34
1,899	1,423	3,322	87,826	40,122	127,948				35
			18,044		18,044				36
42	45	87	45,474	1,948	47,422				37
6,794	6,000	12,794	398,381	85,049	483,430				38
4,341		4,341	53,376	4,230	57,606				39
126	595	721	208,951	6,583	215,534				40
5,370	19,213	24,583	122,610	397,022	519,632				41
61,332	23,584	84,916	506,657	747,682	1,254,339				42
1,410	4,786	6,196	24,683	62,340	87,023				43
788	25,252	26,040	12,157	429,101	441,258				44
			566,712	17,000	583,712				45
4,311		4,311	24,399		24,399				46
	2,169	2,169	19,517	278,440	297,957				47
732	15	747	27,179	935	28,114				48
			68,163	3,637	71,800				49
2,560		2,560	31,816	9,332	41,148				50
527		527	43,865		43,865				51
			7,983		7,983				52
2	28	30	7,710	1,207	8,917				53

TABLE 12.—SUMMARY of Freight Traffic

Number.	Name of Railway.	113	114	115	116	117	118	119
			MANUFACTURES—*Con.*			MERCHANDISE.		
			OTHER MANUFACTURES.			—		
			Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.
54	Ottawa and New York		20,440	5,487	25,927			
55	Père Marquette		2,709		2,709	230,451	10,729	241,180
56	Phillipsburg Railway and Quarry Co						125	125
57	Princeton Branch of Washington Co.		52,609		52,609	4,764		4,764
58	Quebec Central		38,827	11,027	49,854	14,817	47,368	62,185
59	Quebec and Lake St. John		1,541	7,730	9,271	3,478	3,478	6,956
60	Quebec Railway, Light & Power Co.		5,907	298	6,205			
61	Quebec, Montreal and Southern		25	5,462	5,487	8,114	11,344	19,458
62	Quebec Oriental		263	701	964	741	1,849	2,590
63	Red Mountain		42		42	605		605
64	Rutland and Noyan			1,295	1,295		124	124
65	Salisbury and Albert			1,645	1,645			
66	Schomberg and Aurora			217	217	47	197	244
67	Stanstead, Shefford and Chambly					303	13,272	13,575
68	St. Clair Tunnel							
69	St. Lawrence and Adirondack		21,345	22,833	44,178			
70	St. Martins			72	72			
71	Sydney and Louisburg		55	370	425			
72	Temiscouata					498	598	1,087
73	Temiskaming and Northern Ontario		15,970	29,399	45,369	4,330	6,649	10,979
74	Thousand Islands							
75	Toronto, Hamilton and Buffalo		26,753	109,336	136,089			
76	Vancouver, Victoria and Eastern		19,909	49	19,958	23,571	576	24,147
77	Victoria Terminal Ry. and Ferry Co		22	948	970	1,193	1,576	2,769
78	Victoria and Sydney, B. C.		10	970	980	453	2,399	2,852
79	Wabash, in Canada			91,562	91,562		99,077	99,077
80	York and Carleton							
	Total		2,709,260	2,131,174	4,840,434	1,534,182	903,907	2,438,089

SESSIONAL PAPER No. 20b

Movement for the Year ending June 30, 1911—*Continued.*

120	121	122	123	124	125	A	B	C	
MISCELLANEOUS.			RECAPITULATION.			——			
OTHER COMMODITIES.			GRAND TOTAL.			——			
Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Tonnage Originating on Road.	Tonnage received from Connecting Roads and other Carriers.	Total Freight Tonnage.	Number.
1,113	579	1,692	118,050	40,551	158,601	.....	.....	.....	54
166,895	8,583	175,478	1,973,097	314,895	2,287,992	.....	.....	.....	55
.....	.....	.....	3,622	9,825	13,447	.....	.....	.....	56
62	.....	62	182,510	.....	182,510	.....	.....	.....	57
3,704	14,817	18,521	636,427	144,371	780,798	.....	.....	.....	58
23,330	46,662	69,992	176,889	151,810	328,699	.....	.....	.....	59
1,083	325	1,408	135,702	8,290	143,992	.....	.....	.....	60
890	2,097	2,987	104,695	204,512	309,207	.....	.....	.....	61
60	105	165	10,667	15,180	25,847	.....	.....	.....	62
91	20	111	15,162	193	15,355	.....	.....	.....	63
.....	382	382	639	214,534	215,173	.....	.....	.....	64
.....	987	987	30,500	6,047	36,547	.....	.....	.....	65
94	42	136	6,750	2,923	9,673	.....	.....	.....	66
1,726	32,815	34,541	5,876	458,804	464,680	.....	.....	.....	67
.....	.....	.....	.....	.....	.....	.....	.....	.....	68
2,099	3,079	5,178	599,254	228,451	827,705	.....	.....	.....	69
702	1,284	1,986	9,717	2,656	12,373	.....	.....	.....	70
22,750	109,113	131,863	3,488,919	150,268	3,639,187	.....	.....	.....	71
7,574	10,311	17,885	119,467	20,868	140,335	.....	.....	.....	72
3,395	2,841	6,236	350,323	174,661	524,984	.....	.....	.....	73
6,298	8,438	14,736	13,432	21,071	34,503	.....	.....	.....	74
15,692	141,230	156,922	182,042	1,708,983	1,891,025	.....	.....	.....	75
7,801	35	7,836	900,990	6,393	907,383	.....	.....	.....	76
150	506	656	7,984	24,974	32,958	.....	.....	.....	77
153	515	668	19,596	14,939	34,535	.....	.....	.....	78
.....	43,491	43,491	.....	1,379,813	1,379,813	.....	.....	.....	79
18	10	28	7,024	1,398	8,422	.....	.....	.....	80
3,445,112	1,536,273	4,981,385	55,152,430	24,731,852	79,884,282	.....	.....	.....	

Table 13.—Summary of Equipment for the Year ending June 30, 1911.

Number.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
1	Alberta Rly. and Irrigation Co	3	3	2	8	.....	8	4	.....	.....	.....	.....	.....	1	.....	13
2	Algoma Central and Hudson Bay	3	11	5	19	.....	4	.....	3	.....	.....	.....	.....	.....	.....	7
3	Atlantic, Quebec and Western	2	3	.....	5	.....	1	1	2	.....	.....	.....	.....	1	.....	5
4	Algoma Eastern	.....	2	.....	2	1	.....	1	1	.....	.....	.....	.....	.....	.....	2
5	Bay of Quinte	.....	7	.....	7	.....	6	.....	2	.....	.....	.....	.....	3	.....	11
6	Bedlington and Nelson	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
7	Brandon, Saskatchewan and Hudson Bay	1	1	.....	2	.....	2	.....	.....	.....	.....	.....	.....	1	.....	3
8	British Yukon	.....	11	.....	11	.....	12	.....	.....	.....	.....	.....	.....	3	.....	15
9	Brockville, Westport and Northwestern	4	.....	.....	4	.....	5	.....	.....	.....	.....	.....	.....	1	4	10
10	Canada Southern	63	92	35	190	.....	10	44	7	.....	2	.....	.....	23	4	90
11	Canadian Gov't. Rly.—Intercolonial	116	255	26	397	.....	124	38	85	49	12	9	41	74	5	437
12	Canadian Gov't. Rly.—P. E. Island	.....	29	2	31	.....	22	13	7	.....	.....	.....	.....	14	.....	56
13	Canadian Northern	60	261	21	342	.....	66	75	8	6	13	.....	23	72	.....	263
14	Canadian Northern, Ontario	10	15	1	26	26	4	7	3	.....	2	7	.....	4	.....	27
15	Canadian Northern, Quebec	12	26	3	41	22	24	15	6	5	2	.....	.....	9	.....	61
16	Canadian Pacific	470	980	187	1,637	.....	673	165	96	291	81	22	237	459	5	2,029
17	Cape Breton	2	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	4
18	Caraquet	.....	3	.....	3	.....	2	.....	.....	.....	.....	.....	.....	.....	1	3
19	Carillon and Grenville	2	.....	.....	2	.....	2	1	2	.....	.....	.....	.....	.....	.....	5
20	Central Ontario	6	7	1	14	.....	7	1	.....	.....	.....	.....	.....	4	.....	12
21	Crow's Nest Southern	1	4	.....	5	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
22	Cumberland Rly. and Coal Co	3	2	1	6	.....	2	.....	3	.....	.....	.....	.....	.....	.....	5
23	Dominion Atlantic	11	13	.....	24	.....	22	.....	10	.....	1	2	.....	16	.....	51
24	Elgin and Havelock	1	1	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
25	Eastern British Columbia	.....	2	.....	2	.....	2	.....	.....	.....	.....	.....	.....	1	.....	3
26	Grand Trunk	202	608	104	914	7	418	56	96	6	20	20	.....	271	3	890
27	Grand Trunk—Canada Atlantic	15	41	5	61	.....	15	7	7	.....	.....	3	.....	7	.....	39
28	Halifax and Southwestern	9	6	1	16	5	16	4	2	.....	.....	2	.....	7	.....	31
29	Hereford	1	2	.....	3	.....	1	.....	2	.....	.....	.....	.....	.....	.....	3

30 Inverness Rly. and Coal Co	2	5	1	8	1	3		1					1		5
31 Irondale, Bancroft and Ottawa		2		2				2							2
32 Kaslo and Slocan	2	1		3			3								3
33 Kent Northern	1	1		2		1									1
34 Kettle Valley		1		1				1							1
35 Kingston and Pembroke	4	4		8		5	2	2					3	1	13
36 Klondike Mines		3		3		1		1							2
37 Lotbiniere and Megantic		3		3			1	1							2
38 London and Port Stanley	1	2		3		2		1							3
39 Manitoba Great Northern	1	1	1	3		2		1					1		4
40 Maritime Coal Rly. and Power Co	1	3		4				1					1	1	3
41 Massawippi Valley	4	5	1	10		7							6		13
42 Montreal and Atlantic	4	8		12			7	11			2		3		23
43 Montreal and Province Line	1	2		3		2	1								3
44 Montreal and Vermont Jct	4	11		15		11		4					3		18
45 Morrissey, Fernie and Michel		3		3			6								6
46 Moncton and Buctouche		3		3		2		1							3
47 Napierville Jct		1		1			1	1							2
48 Nelson and Fort Sheppard	1	1		2		1		1							2
49 New Brunswick Coal and Rly Co		5		5				3							3
50 New Brunswick and P. E. Island		3		3		2	1								3
51 New Westminster Southern		1		1		1		1							2
52 North Shore Railway Co		1		1		1									1
53 Nova Scotia Steel and Coal Co		1		1				1							1
54 Ottawa and New York	3			3		2		1					1		4
55 Pere Marquette	17	33	3	53		15	6	2					5		28
56 Phillipsburg Rly. and Quarry Co		1		1				1							1
57 Princeton Branch of Washington County		1		1		1		1							2
58 Quebec Central	10	17		27		13	8	7		2			10		40
59 Quebec and Lake St. John	10	13	3	26		13	8	4				5	4		34
60 Quebec Rly., Light and Power Co		5		5		4	2	2					2	12	22
61 Quebec, Montreal and Southern	4	10		14			7	4					2		13
62 Quebec Oriental	2	3		5		1	2						1		4
63 Red Mountain		1		1		1		1							2
64 Rutland and Noyan	2	1		3	3	2		1					1		4
65 Salisbury and Albert		5		5		1							2		3
66 Schomberg and Aurora	1			1		1		1							2
67 Stanstead, Shefford and Chambly	2	4		6		4	2						1		7
68 St. Clair Tunnel			6	6											
69 St. Lawrence and Adirondack	4	5		9	5	5	1	1							7
70 St. Martins		2		2			1	1							2
71 Sydney and Louisburg	2	13	11	26		2	1	3							6
72 Temiscouata	5	4		9		2	2	2					2		8
73 Temiskaming and Northern Ontario	14	22	4	40		14	21						12		47
74 Thousand Islands		2		2				1							1
75 Toronto, Hamilton and Buffalo	9	13	4	26		9	2	4					2		17
76 Vancouver, Victoria and Eastern	4	4	5	13		10		4					3		17
77 Victoria Terminal Rly and Ferry Co															
78 Victoria and Sydney, B.C	1	1		2		2		1							3

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	Locomotives.					Cars in Passenger Service.									
		Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, express and postal.	Other cars in passenger service.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
79	Wabash, in Canada	11	42	2	55	.....	5	.....	14	.....	2	13	.....	5	.....	39
80	York and Carleton	1	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
	Total	1,125	2,659	435	4,219	70	1,601	517	434	357	137	80	306	1,045	36	4,513

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1911—*Continued.*

Number.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
	Name of Railway.	CARS IN FREIGHT SERVICE.								CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased	Fast Freight line service.
		Box.	Flat.	Stock	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other Road.	Total.			
1	Alberta Railway and Irrigation Co.	4	8	.....	47	.....	.....	.....	59	3	.....	5	3	4	15	87	.....	.....
2	Algoma Central and Hudson Bay	31	357	.....	41	.....	.....	206	635	2	82	2	10	.....	96	738	.....	.....
3	Atlantic, Quebec and Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	.....	.....	25	47	52	.....	.....
4	Algoma Eastern	2	100	17	.....	.....	.....	6	125	.....	10	.....	2	4	16	143	115	.....
5	Bay of Quinte	17	124	.....	.....	.....	.....	.....	141	.....	20	.....	2	3	25	177	.....	.....
6	Bedlington and Nelson	.....	.....	.....	.....	.....	.....	4	4	.....	.....	.....	.....	.....	.....	5	.....	.....
7	Brandon, Saskatchewan and Hudson Bay	.....	.....	.....	.....	.....	.....	73	73	.....	.....	.....	1	2	3	79	.....	.....
8	British Yukon	97	74	33	12	.....	4	.....	220	1	.....	1	8	3	13	248	.....	.....
9	Brockville, Westport and Northwestern	8	6	1	2	.....	.....	.....	17	.....	.....	.....	.....	1	1	28	.....	.....
10	Canada Southern	1,395	165	10	32	31	.....	.....	1,633	.....	.....	3	78	98	179	1,902	.....	.....
	Canadian Government Railways—																	
11	Intercolonial	6,633	2,901	146	1,322	43	142	50	11,237	7	199	.....	107	28	341	12,015	.....	.....
12	P. E. Island	313	147	21	22	1	3	4	511	1	.....	.....	.....	20	21	588	.....	.....
13	Canadian Northern	9,993	1,704	454	764	.....	136	.....	13,051	11	23	29	200	556	819	14,133	.....	.....
14	Canadian Northern, Ontario	240	404	15	160	.....	1	70	890	.....	2	.....	18	42	62	979	967	.....
15	Canadian Northern, Quebec	430	131	13	33	.....	11	.....	618	1	69	3	13	59	145	824	444	.....
16	Canadian Pacific	36,278	7,481	3,165	2,870	84	1,329	1,404	52,602	42	1,508	61	923	2,330	4,864	59,495	.....	288
17	Cape Breton	.....	14	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....	.....	18	.....	.....
18	Caraquet	5	25	.....	.....	.....	.....	.....	30	.....	.....	.....	.....	.....	.....	33	.....	.....
19	Carillon and Grenville	.....	2	.....	.....	.....	.....	1	3	.....	.....	.....	.....	.....	.....	8	.....	.....
20	Central Ontario	53	182	11	10	.....	.....	.....	256	1	.....	.....	3	.....	4	272	.....	.....
21	Crow's Nest Southern	.....	.....	.....	.....	.....	.....	301	301	.....	.....	.....	4	4	8	311	.....	.....
22	Cumberland Railway and Coal Co	2	30	.....	483	.....	.....	.....	515	.....	12	1	1	1	15	535	.....	.....
23	Dominion Atlantic	210	196	12	28	.....	.....	.....	446	.....	.....	.....	4	8	12	509	.....	.....
24	Elgin and Havelock	2	4	1	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	8	.....	.....
25	Eastern British Columbia	9	10	.....	.....	.....	.....	.....	19	.....	.....	.....	1	.....	1	23	.....	.....
26	Grand Trunk	16,249	4,037	1,489	5,273	115	944	.....	28,107	13	683	32	453	968	2,149	31,146	.....	.....
27	Grand Trunk (Canada Atlantic)	1,552	310	50	76	.....	25	.....	2,013	1	3	.....	10	93	107	2,159	.....	.....
28	Halifax and Southwestern	94	195	2	7	1	2	.....	301	1	.....	1	4	18	24	356	164	.....
29	Hereford	60	10	.....	.....	.....	.....	.....	70	.....	.....	.....	2	.....	2	75	.....	.....
30	Inverness Railway and Coal Co	8	29	.....	148	.....	.....	.....	185	.....	.....	.....	3	5	8	198	.....	.....
31	Irondale, Bancroft and Ottawa	.....	4	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	1	1	7	.....	.....

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1911—*Continued*

Number.	Name of Railway.	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
		CARS IN FREIGHT SERVICE.									CARS IN COMPANY'S SERVICE.						Total cars in service.	Cars leased	Fast Freight line service.
			Box.	Flat.	Stock	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers' and pay.	Gravel.	Derrick.	Caboose.	Other Road	Total.			
32	Kaslo and Slocan		26	2					14	42				1	5	6	51		
33	Kent Northern		1	1						2							3		
34	Kettle Valley		1	2					1	4							5		
35	Kingston and Pembroke		7	43					2	52	1		1	1		3	68		
36	Klondike Mines		2	21						23							25		
37	Lotbinière and Megantic		2	24						26				1		1	29		
38	London and Port Stanley		30	3	3	45				81				2	1	3	87		
39	Manitoba Great Northern								98	98				1		1	103		
40	Maritime Coal, Railway and Power Co			2					6	8					2	2	13		
41	Massawippi Valley		350	150						500				3	5	8	521		
42	Montreal and Atlantic		234	206	38			1		479				12	141	153	655		
43	Montreal and Province Line		41	21		4				66				1	3	4	73		
44	Montreal and Vermont Junction		258	131	4	21		4	1	419			2	7	17	26	463		
45	Morrissey, Fernie and Michel		7	1		50			2	60				1	1	2	68		
46	Moncton and Buctouche		5	38						43							46		
47	Napierville Junction																2		
48	Nelson and Fort Sheppard								48	48				1	1	2	52		
49	New Brunswick Coal and Railway Co		6	53		10				69				1	1	2	74		
50	New Brunswick and P. E. Island		4	41						45							48		
51	New Westminster Southern								74	74							76		
52	North Shore Railway Co		1	1		3				5					1	1	7		
53	Nova Scotia Steel and Coal Co		2	15		26				43							44		
54	Ottawa and New York		2	14						16		5		2	2	9	29		
55	Peré Marquette		1,310	128	34	603		11		2,086			1	22	16	39	2,153		
56	Phillipsburg Railway and Quarry Co			1						1							2		
57	Princeton Branch of Washington County		25	10						35							37		
58	Quebec Central		308	356	74	25	2	6	36	807	2		1	7		10	857		
59	Quebec and Lake St. John		459	179	20	71		2		731	1	15	1	9	32	58	823	5	
60	Quebec Railway, Light and Power Co		31	75	1	14			48	169				1	2	3	194		
61	Quebec, Montreal and Southern		1,393	45	90			10		1,538			1	4	14	19	1,570		
62	Quebec Oriental													2	3	5	9		
63	Red Mountain								26	26							28		

64	Rutland and Noyan	50	5	2	2				59				1		1	64	64	
65	Salisbury and Albert	4	29	1					34							37		
66	Schomberg and Aurora		13						13							15		
67	Stanstead, Shefford and Chambly	102	52	1	8		1		164				3	6	9	180		
68	St. Clair Tunnel																	
69	St. Lawrence and Adirondack	75	30						105			1	3	3	7	119	105	
70	St. Martins	1	6						7							9		
71	Sydney and Louisburg	16	63		1,444				1,523		12	1	8	5	26	1,555		
72	Temiscouata	82	57						139	1			2	5	8	155		
73	Temiskaming and Northern Ontario	147	483	10	12				652	3	17	2	19	34	75	774		
74	Thousand Islands		1						1							2		
75	Toronto, Hamilton and Buffalo	182	73	10					265	1	15		9	13	38	320		
76	Vancouver, Victoria and Eastern							1,541	1,541				4	31	35	1,593		
77	Victoria Terminal Railway and Ferry Co.	2	15						17					1	1	21		
78	Victoria and Sydney, B.C.																	
79	Wabash, in Canada	560	25	90	100		175		950		1	1	31	10	43	1,032		
80	York and Carleton	1	4						5							7		
	Total	79,412	21,069	5,809	13,768	277	2,807	4,016	127,158	93	2,698	150	2,009	4,628	9,578	141,249	1,864	288

TABLE 14.—SUMMARY of Cars in Freight Service for the Year

Number.	Name of Railway.	108	109	110	111	112	113	114
			Box Cars.		Flat Cars.		Stock Cars.	
			No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.
				Tons.		Tons.		Tons.
1	Alberta Ry. & Irrigation Co.		4	80	8	160	.....	.....
2	Algoma Central & Hudson Bay		31	1,240	357	12,665	.....	.....
3	Atlantic, Quebec & Western		.....	.....	.....	.....	.....	.....
4	Algoma Eastern		2	80	100	4,000	17	850
5	Bay of Quinte		17	350	124	2,780	.....	.....
6	Bedlington & Nelson		.....	.....	.....	.....	.....	.....
7	Brandon, Saskatchewan & Hudson B		.....	.....	.....	.....	.....	.....
8	British Yukon		97	1,880	74	1,420	33	660
9	Brockville, Westport & Northwest'n.		8	200	6	120	1	20
10	Canada Southern		1,395	47,160	165	3,840	10	200
	Can. Government Railways—							
11	Intercolonial		6,633	193,480	2,901	73,900	146	3,465
12	P. E. Island		313	3,130	147	1,470	21	210
13	Canadian Northern		9,993	299,790	1,704	50,215	454	13,450
14	Canadian Northern, Ontario		240	7,200	404	12,120	15	450
15	Canadian Northern, Quebec		430	12,875	131	3,740	13	345
16	Canadian Pacific		36,278	1,089,815	7,481	239,765	3,156	89,350
17	Cape Breton		.....	.....	14	420	.....	.....
18	Caraquet		5	75	25	375	.....	.....
19	Carillon & Grenville		.....	.....	2	10	.....	.....
20	Central Ontario		53	1,270	182	4,650	11	320
21	Crow's Nest Southern		.....	.....	.....	.....	.....	.....
22	Cumberland Rly. & Coal Co		2	40	30	400	.....	.....
23	Dominion Atlantic		210	4,635	196	4,960	12	240
24	Elgin & Havelock		2	40	4	80	1	20
25	Eastern British Columbia		9	360	10	400	.....	.....
26	Grand Trunk		16,249	463,670	4,037	106,455	1,489	40,170
27	Grand Trunk, Canada Atlantic		1,552	44,230	310	8,300	50	1,320
28	Halifax & Southwestern		94	2,630	195	5,280	2	40
29	Hereford		60	1,800	10	200	.....	.....
30	Inverness Rly. & Coal Co		8	160	29	870	.....	.....
31	Irondale, Bancroft & Ottawa		.....	.....	4	80	.....	.....
32	Kaslo & Slocan		26	520	2	40	.....	.....
33	Kent Northern		1	10	1	10	.....	.....
34	Kettle Valley		1	25	2	50	.....	.....
35	Kingston & Pembroke		7	140	43	860	.....	.....
36	Klondike Mines		2	30	21	315	.....	.....
37	Lotbiniere & Megantic		2	45	24	720	.....	.....
38	London & Port Stanley		30	810	3	75	3	90
39	Manitoba Great Northern		.....	.....	.....	.....	.....	.....
40	Maritime Coal, Rly. & Power Co		.....	.....	2	40	.....	.....
41	Massawippi Valley		350	6,950	150	2,750	.....	.....
42	Montreal & Atlantic		234	5,650	206	5,985	38	1,020
43	Montreal & Province Line		41	730	21	365	.....	.....
44	Montreal & Vermont Junction		258	7,670	131	3,845	4	80
45	Morrissey, Fernie & Michel		7	280	1	40	.....	.....
46	Moncton & Buctouche		5	100	38	760	.....	.....
47	Napierville Junction		.....	.....	.....	.....	.....	.....
48	Nelson & Fort Sheppard		.....	.....	.....	.....	.....	.....
49	New Brunswick Coal & Rly. Co		6	160	53	1,330	.....	.....
50	New Brunswick & P.E. Island		4	70	41	615	.....	.....
51	New Westminster Southern		.....	.....	.....	.....	.....	.....
52	North Shore Rly. Co		1	30	1	30	.....	.....
53	Nova Scotia Steel & Coal Co		2	40	15	300	.....	.....
54	Ottawa & New York		2	40	14	280	.....	.....
55	Pere Marquette		1,310	42,905	128	3,515	34	1,000
56	Philipsburg Rly. & Quarry Co		.....	.....	1	25	.....	.....

ending June 30, 1911, showing Number and Aggregate Capacity.

115	116	117	118	119	120	121	122	123	124	
Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		
No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
47	940							59	1,180	1
41	1,390					206	6,140	635	21,435	2
										3
						6	240	125	5,170	4
								141	3,130	5
						4	80	4	80	6
						73	1,460	73	1,460	7
12	240			4	80			220	4,280	8
2	40							17	380	9
32	760	31	630					1,633	52,590	10
1,322	24,635	43	1,075	142	3,935	50	1,500	11,237	301,990	11
22	330	1	10	3	30	4	40	511	5,220	12
764	30,960			136	4,080			13,051	398,495	13
160	8,000			1	30	70	2,800	890	30,600	14
33	865			11	320			618	18,145	15
2,870	130,050	84	3,480	1,329	38,040	1,404	45,020	52,602	1,635,520	16
								14	420	17
								30	450	18
						1	5	3	15	19
10	400							256	6,640	20
						301	6,020	301	6,020	21
483	6,205							515	6,645	22
28	590							446	10,425	23
								7	140	24
								19	760	25
5,273	234,540	115	2,225	944	28,220			28,107	875,280	26
76	2,820			25	750			2,013	57,420	27
7	70	1	30	2	60			301	8,110	28
								70	2,000	29
148	4,440							185	5,470	30
								4	80	31
						14	280	42	840	32
								2	20	33
						1	25	4	100	34
						2	40	52	1,040	35
								23	345	36
								26	765	37
45	1,290							81	2,265	38
						98	1,960	98	1,960	39
						6	120	8	160	40
								500	9,700	41
				1	30			479	12,685	42
4	60							66	1,155	43
21	420			4	120	1	15	419	12,150	44
50	1,500					2	60	60	1,880	45
								43	860	46
										47
						48	960	48	960	48
10	250							69	1,740	49
								45	685	50
						74	1,480	74	1,480	51
3	75							5	135	52
26	520							43	860	53
								16	320	54
603	21,120			11	325			2,086	68,865	55
								1	25	56

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	108	109	110	111	112	113	114
			Box Cars.		Flat Cars.		Stock Cars.	
			No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.
				Tons.		Tons.		Tons.
57	Princeton Branch of Wash'ton Co'ty.		25	750	10	300	.....	.....
58	Quebec Central		308	7,915	356	8,190	74	1,965
59	Quebec & Lake St. John		459	14,200	179	4,785	20	480
60	Quebec Rly., Light & Power Co		31	770	75	1,500	1	20
61	Quebec, Montreal & Southern		1,393	41,790	45	1,125	90	2,700
62	Quebec Oriental		.....	.....	.....	.....	.....	.....
63	Red Mountain		.....	.....	.....	.....	.....	.....
64	Rutland & Noyan		50	1,500	5	150	2	40
65	Salisbury & Albert		4	40	29	435	1	10
66	Schomberg & Aurora		.....	.....	13	195	.....	.....
67	Stanstead, Shefford & Chambly		102	1,940	52	845	1	20
68	St. Clair Tunnel		.....	.....	.....	.....	.....	.....
69	St. Lawrence & Adirondack		75	1,500	30	600	.....	.....
70	St. Martins		1	20	6	120	.....	.....
71	Sydney & Louisburg		16	320	63	990	.....	.....
72	Temiscouata		82	2,090	57	1,250	.....	.....
73	Temiskaming & Northern Ontario		147	5,410	483	16,450	10	300
74	Thousand Islands		.....	.....	1	20	.....	.....
75	Toronto, Hamilton & Buffalo		182	5,460	73	2,140	10	300
76	Vancouver, Victoria & Eastern		.....	.....	.....	.....	.....	.....
77	Victoria Terminal Rly. & Ferry Co.		.....	.....	.....	.....	.....	.....
78	Victoria & Sydney B.C.		2	40	15	300	.....	.....
79	Wabash, in Canada		560	17,770	25	890	90	2,630
80	York & Carleton		1	10	4	60	.....	.....
	Total		79,412	2,343,920	21,069	600,970	5,809	161,765

June 30, 1911, showing Number and Aggregate Capacity—*Continued.*

115	116	117	118	119	120	121	122	123	124	
Coal Cars.		Tank Cars.		Refrigerator Cars.		Other Cars.		Total.		
No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	No.	Aggregate Capacity.	Number.
	Tons.		Tons.		Tons.		Tons.		Tons.	
								35	1,050	57
25	750	2	40	6	180	36	1,080	807	20,120	58
71	1,900			2	45			731	21,410	59
14	280					48	1,440	169	4,010	60
				10	300			1,538	45,915	61
										62
						26	520	26	520	63
2	80							59	1,770	64
								34	485	65
								13	195	66
8	160			1	20			164	2,985	67
										68
								105	2,100	69
								7	140	70
1,444	27,515							1,523	28,825	71
								139	3,340	72
12	480							652	22,640	73
								1	20	74
								265	7,900	75
						1,541	30,820	1,541	30,820	76
										77
								17	340	78
100	4,540			175	5,250			950	31,080	79
								5	70	80
13,768	508,215	277	7,490	2,807	81,815	4,016	102,105	127,158	3,806,280	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911.

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Railway.	BRIDGES.											
		STONE.				IRON.				WOODEN.			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Ry. and Irrigation Co..									4	615 0	80 0	300 0
2	Algoma Central and Hudson B..					2	473 0	50 0	423 0				
3	Atlantic, Quebec and Western...					23	6,455 0	21 0	761 0				
4	Algoma Eastern.....					1	166 2						
5	Bay of Quinté.....					12	1,010 0			1	60 0	60 0	60 0
6	Bedlington and Nelson.....									1	75 0	75 0	75 0
7	Brandon, Sask. and Hudson Bay									1	252 0	252 0	252 0
8	British Yukon.....												
9	Brockville, Westport and N.Wes't					1	69 0	69 0	69 0	31	306 0	3 0	65 0
10	Canada Southern.....	31	545 3	8 0	60 0	56	7,122 8	11 0	1,735 0	2	117 6	9 6	108 0
11	Can. Govt. Rys: Intercolonial..					*397	37,106 0	10 0	1,785 6	94	4,583 2	12 0	497 0
12	Can. Govt. Rys: P.E. Island...					45	4,858 0	12 0	252 0	13	2,517 6	12 0	30 0
13	Can. Northern.....					13	11,870 0	52 0	1,870 0	67	6,278 0	30 0	960 0
14	Can. Northern Ontario.....					23	1,987 0	35 0	207 0				
15	Can. Northern Quebec.....					26	8,594 0	57 0	1,416 0				
16	Can. Pacific.....	51	3,335 0	10 0	719 0	*1,081	148,923 0	10 0	5,327 0	1,096	27,112 0	2 0	1,048 0
17	Cape Breton.....					4	309 0	33 0					
18	Caraquet.....									9	4,100 0	50 0	1,650 0
19	Carillon and Grenville.....									1			
20	Central Ontario.....					11	1,134 0	34 0	490 0	1	45 0	45 0	45 0
21	Crow's Nest Southern.....									8	2,254 0	44 0	450 0
22	Cumberland Ry and Coal Co....					4				1			
23	Dominion Atlantic.....					18	4,074 0	29 0	1,207 0	8	2,263 0	40 0	586 0
24	Elgin and Havelock.....									3	150 0	50 0	50 0
25	Eastern, B.C.....												
26	Grand Trunk.....	87	4,662 0	10 0	300 0	867	97,403 0	8 0	6,594 0	431	15,818 0	8 0	305 0
27	Grand Trunk, Can. Atlantic....					76	10,801 0	12 0	2,180 0	50	2,440 0	12 0	196 0
28	Halifax and Southwestern.....	1	50 0	50 0	50 0	62	5,616 3	17 0	403 0	78	1,338 0	12 0	56 0

29	Hereford							6	292	0	23	0	71	0	4	637	0	40	0	318	0
30	Inverness Ry. and Coal Co																				
31	Irondale, Bancroft and Ottawa							1	90	0	90	0	90	0	16	575	0				
32	Kaslo and Slocan														14	2,330	0	6	0	330	0
33	Kent Northern	1	30	0	30	0	30	0													
34	Kettle Valley														3	1,050	0	100	0	550	0
35	Kingston and Pembroke							12	534	0	24	0	105	0	71	603	0	4	0	47	0
36	Klondike Mines							2	486	11	80	0	406	11							
37	London and Port Stanley							6	1,751	0	55	0	596	0							
38	Lotbinière and Megantic							1	34	0	34	0	34	0							
39	Maganetawan River																				
40	Maritime Coal, Ry. & Power Co														2	310	0	110	0	200	0
41	Massawippi Valley	1	12	0											10	382	0	10	0	141	0
42	Man. Great Northern														1	419	0				
43	Moncton and Buctouche														5	899	0				
44	Montreal and Atlantic	1	20	0				29	2,603	6	23	8	387	0	139	1,472	9	24	0	232	0
45	Montreal and Province Line														4	129	0	12	0	91	0
46	Montreal and Vermont Junction	1	20	0				1	286	0					1	9	0				
47	Morrissey, Fernie and Michel														1	900	0	900	0	900	0
48	Napierville Junction							8	255	6	13	0	55	0							
49	Nelson and Fort Sheppard							1	500	0					1	80	0				
50	New Brunsw'k Coal and Ry Co							2	320	0	100	0	220	0	6	793	0	17	0	150	0
51	New Brunswick Southern							16	1,029	0	30	0	208	0	46	969	0	7	0	246	0
52	New Brunswick and P.E. Island																				
53	New Westminster Southern														1	70	0	70	0	70	0
54	North Shore																				
55	Nova Scotia Steel and Coal Co							2	400	0	150	0	250	0							
56	Ottawa and New York							5	2,606	0	20	0	2,236	0							
57	Père Marquette							9	1,755	0	16	0	1,215	0							
58	Phillipsburg Ry and Quarry Co																				
59	Princeton Branch of the Wash'n Co. Ry. (U.S.)							2	721	0	253	0	468	0							
60	Quebec Central							63	4,476	0	15	0	646	5							
61	Quebec Oriental							1	277	0											
62	Quebec and Lake St. John																				
63	Quebec Ry. Light and Power Co							14	1,230	0	13	0	300	0							
64	Quebec, Montreal and Southern							17	4,745	0	24	0	965	0							
65	Red Mountain																				
66	Rutland and Noyan																				
67	Salisbury and Albert							3							11						
68	Schomberg and Aurora																				
69	Stanstead, Shefford and Chambly							1	112	0	112	0	112	0	12	437	0	8	0	336	0
70	St. Clair Tunnel																				
71	St. Lawrence and Adirondack							10	1,322	0	18	0	598	0							
72	St. Martins																				
73	Sydney and Louisburg							11	567	0	12	0	330	0	1	13	0	13	0	13	0
74	Temiscouata							2	504	6	212	6	292	0							
75	Temiskaming and Nor. Ontario							*15	3,300	0	30	0	800	0	31	8,691	0	54	0	756	0
76	Thousand Islands							5	795	0	103	0	250	0							
77	Toronto, Hamilton and Buffalo							13	1,667	6	13	6	480	0							
78	Vancouver, Victoria and Eastern														13	3,196	0	60	0	418	0

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

Number.	1	2	3	4	5	6	7	8	9	10	11	12	13
	Name of Railway.	BRIDGES.											
			STONE.			IRON.				WOODEN.			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
79	Victoria and Sidney												
80	York and Carleton												
	Total	174				2,980				2,293			

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

No.	14	15	16	17	18	19	20	21	22	23	24	25	26
	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.				—			
		No.	Aggregate Lentgh.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
1	Alberta Railway and Irrigation Co.					4	615 0	80 0	300 0	4	3,420 0	90 0	1,515 0
2	Algoma Central and Hudson Bay	2	991 0	129 0	510 0	4	1,464 0			45	12,191 0		
3	Atlantic, Quebec and Western					23	6,455 0	21 0	761 0	8	2,927 0	210 0	481 0
4	Algoma Eastern					1	166 2			15	3,112 3	26 0	585 0
5	Bay of Quinte					13	1,070 0						
6	Bedlington and Nelson					1	75 0	75 0	75 0	12	3,407 0	65 0	767 0
7	Brandon, Saskatchewan and Hudson Bay					1	252 0	252 0	252 0	28	3,183 0	56 0	418 0
8	British Yukon	1	150 0	150 0	150 0	1	150 0			37	4,732 0	16 0	702 0
9	Brockville, Westport and Northwestern	19	179 0	6 0	12 0	51	554 0			2	1,275 0	575 0	700 0
10	Canada Southern					89	7,785 5			29	1,099 4	9 2	121 0
	Canadian Government Railways—												W
11	Intercolonial					491	41,689 2			22	9,669 4	41 0	2,964 0
12	P. E. Island					58	5,110 0						
13	Canadian Northern					80	18,148 0			1,566	145,707 0	15 0	3,750 0
14	Canadian Northern, Ontario	23	8,833 0	65 0	1,360 0	46	10,820 0			181	29,471 0	14 0	924 0
15	Canadian Northern, Quebec	15	9,183 0	140 0	3,485 0	41	17,777 0			66	8,263 0	10 0	450 0
16	Canadian Pacific	22	12,241 0	81 0	2,714 0	2,250	191,611 0			1,454	188,227 0	5 0	9,085 0
17	Cape Breton					4	309 0			1	200 0		
18	Caraquet					9	4,100 0						
19	Carillon and Grenville					1							
20	Central Ontario					12	1,179 0						
21	Crow's Nest Southern					8	2,254 0			34	9,539 0	14 0	1,712 0
22	Cumberland Railway and Coal Co.					5							
23	Dominion Atlantic					26	6,337 0			29	8,418 0	28 0	350 0
24	Eastern British Columbia									6	552 0	52 0	109 0
25	Elgin and Havelock					3	150 0			6	1,060 0		
26	Grand Trunk	81	5,041 0	10 0	560 0	1,466	122,924 0			22	1,505 0	24 0	123 0
27	Grand Trunk, Canada Atlantic	5	2,240 0	156 0	1,053 0	131	15,481 0			26	3,937 0	12 0	627 0

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	BRIDGES.								TRESTLES.			
		COMBINATION.				TOTAL.				—			
		No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
			Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
28	Halifax and Southwestern					141	7,004 3			52	8,095 0	13 0	804 0
29	Hereford					10	929 0			2	478 0	119 0	359 0
30	Inverness Railway and Coal Co												
31	Irondale, Bancroft and Ottawa					17	665 0						
32	Kaslo and Slocan					14	2,330 0						
33	Kent Northern					1	30 0						
34	Kettle Valley					3	1,050 0						
35	Kingston and Pembroke					83	1,137 0						
36	Klondike Mines					2	486 11			15	2,965 6	32 0	425 0
37	London and Port Stanley					6	1,751 0						
38	Lothinière and Megantic					1	340 0			1	600 0	600 0	600 0
39	Magnetawan River	1	215 0	215 0	215 0	1	215 0			1	162 0	162 0	162 0
40	Maritime Coal, Railway and Power Co					2	310 0						
41	Massawippi Valley					11	394 0			7	873 0	40 0	223 0
42	Manitoba Great Northern					1	419 0			64	6,870 0	28 0	592 0
43	Moncton and Buctouche					5	899 0			5	2,290 0		
44	Montreal and Atlantic	3	411 6	76 2	243 0	172	4,507 9			263	5,469 1	5 0	185 4
45	Montreal and Province Line	15	963 0	8 0	724 0	19	1,092 0			42	1,229 0	8 0	118 0
46	Montreal and Vermont Junction					3	315 0			7	150 0	14 0	36 0
47	Morrissey, Fernie and Michel					1	900 0			4	995 0	20 0	500 0
48	Napierville Junction					8	255 6						
49	Nelson and Fort Sheppard					2	580 0			43	5,268 0	14 0	504 0
50	New Brunswick Coal and Railway Co					8	1,113 0			21	4,567 0	40 0	500 0
51	New Brunswick Southern					62	1,998 0						
52	New Brunswick and P. E. Island												
53	New Westminster Southern					1	70 0			11	1,460 0	11 0	542 0
54	North Shore												
55	Nova Scotia Steel and Coal Co					2	400 0						
56	Ottawa and New York					5	2,606 0			9	626 0	15 0	107 0

57	Pere Marquette					9	1,755 0			78	853 0	8 0	245 0
58	Phillipsburg Railway and Quarry Co.												
59	Princeton Branch					2	721 0			1	48 0	48 0	48 0
60	Quebec Central					63	4,476 0						
61	Quebec Oriental	1	950 0			2	1,227 0						
62	Quebec and Lake St. John												
63	Quebec Railway, Light and Power Co.					14	1,230 0			1	50 0	50 0	50 0
64	Quebec, Montreal and Southern					17	4,745 0	24 0	965 0	23	3,890 0	22 0	1,001 0
65	Red Mountain									9	1,597 0	14 0	432 0
66	Rutland and Noyan												
67	Salisbury and Albert					14	185 0						
68	Schomberg and Aurora												
69	Stanstead, Shefford and Chambly					13	549 0			21	2,396 0	8 0	1,539 0
70	St. Clair Tunnel												
71	St. Lawrence and Adirondack					10	1,322 0	18 0	598 0				
72	St. Martins												
73	Sydney and Louisburg					12	580 0			13	2,180 0		
74	Temiscouata	11	2,041 0	112 0	477 0	13	2,545 0			35	4,556 0	28 0	562 0
75	Temiskaming and Northern Ontario					46	11,991 0						
76	Thousand Islands					5	795 0						
77	Toronto, Hamilton and Buffalo					13	1,667 6			11	209 3	10 0	80 3
78	Vancouver, Victoria and Eastern					13	3,196 0			150	53,402 0	12 0	4,255 0
79	Victoria and Sidney									6	1,309 0	112 0	475 0
80	York and Carleton												
	Total	199				5,646				4,488			

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	Level Crossings.			Overhead Highway Crossings.									
					Bridges.		Conduits.		Trestles.		Total.			
		No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.		
						Feet. In.		Feet. In.		Feet. In.		Feet. In.		
1	Alberta Railway and Irrigation Co.	63		63										
2	Algoma Central and Hudson Bay	10		10										
3	Atlantic, Quebec and Western	58		58										
4	Algoma Eastern	10	2	8										
5	Bay of Quinte	73	2	71	3						3			
6	Bedlington and Nelson	5		5										
7	Brandon, Saskatchewan and Hudson Bay	86		86										
8	British Yukon													
9	Brockville, Westport and Northwestern	35		35										
10	Canada Southern	483	73	410	1	22 2			12	20 1	13	20 1		
	Canadian Governments Railways—													
11	Intercolonial	874	129	745	33	18 9					33	18 9		
12	P. E. Island	257	9	248	5	16 6					5	16 6		
13	Canadian Northern	2,561	9	2,552										
14	Canadian Northern, Ontario	154	16	138	7	22 5					7	22 5		
15	Canadian Northern, Quebec	219	15	204										
16	Canadian Pacific	8,267	375	7,892	58	16 0			14	20 0	72	16 0		
17	Cape Breton	16		16										
18	Caraquet	64		64										
19	Carillon and Grenville	10	2	8	1	16 0					1	16 0		
20	Central Ontario	116		116										
21	Crows Nest Southern	18	1	17										
22	Cumberland Railway and Coal Co.	14		14										
23	Dominion Atlantic	181	9	172	5	22 0					5	22 0		

24	Eastern British Columbia												
25	Elgin and Havelock	21		21									
26	Grand Trunk	3,550	538	3,012	144	16 6			179	17 0	323	16 6	
27	Grand Trunk, Canada Atlantic	311	32	279	5	20 6					5	20 6	
28	Halifax and Southwestern	287	7	280					1	23 6	1	23 6	
29	Hereford	30	1	29									
30	Inverness Ry. and Coal Co	59		59									
31	Irondale, Baneroft and Ottawa	17		17									
32	Kaslo and Slocan	1	1						1	22 0	1	22 0	
33	Kent Northern	2		2									
34	Kettle Valley	11		11									
35	Kingston and Pembroke	56	3	53	1	16 5					1	16 5	
36	Klondike Mines	4		4									
37	London and Port Stanley	37	6	31					4	19 0	4	19 0	
38	Lotbiniere and Megantic	9		9									
39	Maganetawan River	1		1									
40	Maritime Coal, Railway and Power Co	17		17									
41	Manitoba Great Northern	129		129									
42	Massawippi Valley	32	4	28	1	17 2					1	17 2	
24	Moncton and Buctouche	20		20	1				1		2		
44	Montreal and Atlantic	187	10	177									
45	Montreal and Province Line	42	3	39									
46	Montreal and Vermont Junction	26		26									
47	Morrissey, Fernie and Michel	8		8									
48	Napierville Junction	18	1	17			1				1		
49	Nelson and Fort Sheppard	14		14									
50	New Brunswick Coal and Railway Co	32		32									
51	New Brunswick Southern	54		54									
52	New Brunswick and Prince Edward Island												
53	New Westminster Southern	79		79									
54	North Shore	3		3									
55	Nova Scotia Steel and Coal Co	4		4									
56	Ottawa and New York	70	1	69	1	20 0					1	20 0	
57	Phillipsburg Railway and Quarry Co	3		3									
58	Pere Marquette	232	14	218	1	20 0					1	20 0	
59	Princeton Branch												
60	Quebec Central	133	8	125									
61	Quebec Oriental	61		61									
62	Quebec and Lake St. John	111	6	105									
63	Quebec Railway, Light and Power Co	17		17									
64	Quebec, Montreal and Southern	128	5	123									
65	Red Mountain	8		8									
66	Rutland and Noyan	2		2									
67	Salisbury and Albert	30	2	28					2	15 0	2	15 0	
68	Sehomberg and Aurora	11		11									
69	Stanstead, Shefford and Chambly	49	3	46					1	18 7	1	18 7	
70	St. Clair Tunnel												
71	St. Lawrence and Adirondaek	36	3	33					1	20 0	1	20 0	
72	St. Martins	21		21									
73	Sydney and Louisburg	56	8	48	2	17 4					2	17 4	
74	Temiscouata	44	2	42									

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

No.	Name of Railway.	27	28	29	30	32	33	34	35	36	37	38	39
			LEVEL CROSSINGS.			OVERHEAD HIGHWAY CROSSINGS.							
						Bridges.		Conduits.		Trestles.		Total.	
			No.	Guarded.	Unguarded.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
							Feet. In.		Feet. In.		Feet. In.		Feet. In.
75	Temiskaming and Northern Ontario		61	3	61	1	26 0	....	.....	....	.....	1	26 0
76	Thousand Islands		20	.....	20	....	.....	....	.....	....	.....	....	.....
77	Toronto, Hamilton and Buffalo		122	36	86	1	19 8	....	.....	8	20 9	9	19 8
78	Vancouver, Victoria and Eastern		143	14	129	....	.....	....	.....	....	.....	....	.....
79	Victoria and Sydney and Victoria Terminal		27	.....	27	....	.....	....	.....	....	.....	....	.....
80	York and Carleton		11	.....	11	....	.....	....	.....	....	.....	....	.....
	Total		20,034	1,353	18,681	271	.....	1	.....	224	.....	496	.....

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Continued.*

Number.	Name of Railway.	40	41	42	43	44	45	46	47	48	49	50
			Overhead Railway Crossings.								Tunnels.	
			Bridges.		Conduits.		Trestles.		Total.			
			No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
				Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
1	Alberta Railway and Irrigation Co											
2	Algoma Central and Hudson Bay		1	22 0					1	22 0		
3	Atlantic, Quebec and Western											
4	Bay of Quinte		2						2			
5	Bedlington and Nelson											
6	Brandon, Saskatchewan and Hudson Bay											
7	British Yukon											
8	Brockville, Westport and Northwestern		1						1			
9	Canada Southern		2	18 3					2	18 3		
10	Canadian Government Railways: Intercolonial		1	22 0					1	22 0	1	
11	Canadian Government Railways: P. E. Island											
12	Canadian Northern											
13	Canadian Northern, Ontario		4	24 0					4	24 0		
14	Canadian Northern, Quebec											
15	Canadian Pacific		42	14 6	2		1	22 6	45		68	14 6
16	Cape Breton											
17	Caraquet											
18	Carillon and Grenville											
19	Central Ontario											
20	Crow's Nest Southern										1	22 0
21	Cumberland Railway and Coal Co											
22	Dominion Atlantic											
23	Elgin and Havelock											
24	Eastern, B.C.											
25	Grand Trunk		80	16 6	1	21 3½	2	21 3½	83	16 6		
26	Grand Trunk, Canada Atlantic		4	22 0					4	22 0		

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1911—*Concluded.*

Number.	Name of Railway.	Overhead Railway Crossings.								Tunnels.	
		Bridges.		Conduits.		Trestles.		Total.			
		No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
			Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
27	Halifax and Southwestern										
28	Hereford										
29	Inverness Railway and Coal Co										
30	Irondale, Bancroft and Ottawa										
31	Kaslo and Slocan										
32	Kent Northern										
33	Kettle Valley										
34	Kingston and Pembroke										
35	Klondike Mines										
36	London and Port Stanley										
37	Lotbiniere and Megantic										
38	Manitoulin and North Shore										
39	Maritime Coal, Railway and Power Co										
40	Massawippi Valley										
41	Manitoba Great Northern										
42	Moncton and Buctouche										
43	Montreal and Atlantic										
44	Montreal and Province Line										
45	Montreal and Vermont Junction										
46	Morrissey, Fernie and Michel										
47	Napierville Junction										
48	Nelson and Fort Sheppard										
49	New Brunswick Coal and Railway Co										
50	New Brunswick and P. E. Island										
51	New Westminster Southern										
52	North Shore										

| | | |

TABLE 16, A.—SUMMARY of Accidents to Persons for the

A.—PASSENGERS—ACCIDENTS RESULTING FROM THE

172	173	174	175	176	177	178	179	180	181	182

KIND OF

Number.	Name of Railway.	Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Canada Southern				9					1	2
	Canadian Government Railways										
3	Intercolonial	1	24		12						2
4	P. E. Island										2
5	Canadian Northern		2		2					2	2
6	Canadian Northern, Quebec				1						1
7	Canadian Pacific	2	7		21					4	18
8	Grand Trunk	1	10	1	25					2	4
9	Grand Trunk (Canada Atlaatic)										1
10	Halifax and Southwestern				5						
11	Hereford				1						
12	Maritime Coal and Railway Co									1	
13	Morrissey, Fernie and Michel										
14	Père Marquette, in Canada										2
15	Quebec Central										
16	Quebec and Lake St. John										
17	Quebec, Montreal and Southern				3						
18	Stanstead, Shefford and Chambly				9						
19	Temiskaming & Northern Ontario										
20	Toronto, Hamilton and Buffalo										
21	Vancouver, Victoria and Eastern										
22	Wabash, in Canada										
	Final total	4	43	1	88					10	34

Accidents to Postal Clerks, Expressmen, &c.

	Killed.	Injured.
CanadaSouthern		1
Intercolonial		2
Canadian Northern		1
Canadian Pacific		9
Grand Trunk	2	1
Hereford		1
Total.	2	15

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

183	184	185	186	187	188	189	190	191	192	193	194	
ACCIDENT.												
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to Passengers.		
		At Highway Crossings.		At Stations.		At other points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	11	2
1	5	.....	.....	.....	.....	.....	.....	.....	.....	2	43	3
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
.....	2	.....	.....	.....	.....	.....	.....	.....	3	2	11	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	4	6
5	29	.....	4	1	2	1	.....	.....	26	13	107	7
2	21	.....	.....	.....	.....	.....	.....	.....	6	6	66	8
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	6	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	12
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	13
.....	1	.....	.....	.....	.....	.....	.....	.....	2	.....	5	14
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	18
1	2	.....	.....	.....	.....	.....	.....	.....	2	1	4	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	20
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	21
.....	3	.....	.....	.....	.....	.....	.....	.....	3	.....	6	22
11	67	.....	4	1	2	1	.....	.....	50	28	288	

TABLE 16, B.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE

EMPLOYEES—

1	2	3	4	5	6	7	8	9	10	11

KIND OF

Number.	Name of Railway.	Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay..										
2	Bay of Quinte										
3	Canada Southern	2	5		1	2			1		1
4	Can. Govt. Rys: Intercolonial		7	3	3		1				
5	" P.E. Island										
6	Canadian Northern		21		13		8		3		
7	Canadian Northern, Ontario	1	2				2				
8	Canadian Northern, Quebec										
9	Canadian Pacific	6	92	10	40	5	26		3		7
10	Crows Nest Southern		1								
11	Grand Trunk	2	28	10	28		4		3		3
12	Grand Trunk (Can. Atlantic)		3				1				
13	Halifax and South Western		1			2					
14	Hereford						1				
15	London and Port Stanley		1								
16	Montreal and Atlantic		1								
17	Montreal and Vermont Junction										
18	Morrissey, Fernie and Michel				1						
19	New Westminster Southern						1				
20	Ottawa and New York										
21	Père Marquette	1									
22	Quebec Central										
23	Quebec and Lake St. John		1			1	1		3		
24	Quebec, Montreal and Southern										
25	Stanstead, Shefford and Chambly						6				
26	St. Lawrence and Adirondaek										
27	Sydney and Louisburg		5		1						
28	Temiscouata										
29	Temiskaming and Northern Ont		2								
30	Thousand Islands		1								
31	Toronto, Hamilton and Buffalo	1	4								
32	Vancouver, Victoria and Eastern				1						
33	Wabash in Canada		4	1	3						
	Final total	13	179	24	91	10	51		13		11

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

TRAINMEN.

12	13	14	15	16	17	18	19	20	21	22	23	
ACCIDENT.												
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives, or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
1			1				2		1	1	4	1
									1		1	2
1	11		5	1	2				17	6	43	3
1	6	1	4	1	1			4	7	10	29	4
	2								2		4	5
1	16		14	1	3				29	2	107	6
1	1									2	5	7
	1		3						3		7	8
6	85	4	40	6	19	2	5	4	107	43	424	9
									3		4	10
3	48	2	7	4	10	1	7	1	59	23	197	11
	1	1							3	1	8	12
1										3	1	13
	1										2	14
	1										2	15
	1		1		1				2		6	16
	1										1	17
									1		2	18
											1	19
		1	1							1	1	20
3	3						1		1	4	5	21
	1		1								2	22
	2		2		1				2	1	12	23
	1										1	24
	1										7	25
	1		1						1		3	26
1	2		1						4	1	13	27
			1		1				1		3	28
	1		1		1				2		7	29
											1	30
	1									1	5	31
									7		8	32
	15		2	1	1				31	2	56	33
19	203	9	85	14	40	3	15	9	284	101	972	

TABLE 16, C.—SUMMARY of Accidents to Persons for the

ACCIDENTS RESULTING FROM THE

EMPLOYEES—

KIND OF

Number.	Name of Railway.	Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canada Southern										
2	Canadian Northern										
3	Canadian Northern, Ontario										
4	Canadian Pacific		2	5	4		7				
5	Grand Trunk										
6	Inverness Railway and Coal Co										
7	Kingston and Pembroke										
8	Massawippi Valley										
9	Morrissey, Fernie and Michel										
10	New Westminster Southern										
11	Quebec Central										
12	St. Lawrence and Adirondack										
13	Sydney and Louisburg										
14	Temiskaming and Nor'n Ontario										
15	Thousand Islands										
16	Vancouver, Victoria and Eastern				4						
	Final total		2	5	8		7				

TABLE 16, D—EMPLOYEES—

1	Canada Southern										
2	Can. Gov. Rys: Intercolonial										
3	Canadian Pacific										
4	Grand Trunk										
5	Vancouver, Victoria and Eastern										
6	Wabash in Canada										
	Final total										

TABLE 16, E—EMPLOYEES

1	Canada Southern										
	Canadian Government Railways—										
2	Intercolonial										
3	Canadian Northern		2		1						
4	Canadian Pacific		4		2						
5	Grand Trunk										
6	Quebec Central										
7	Quebec and Lake St. John										
	Final total		6		3						

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

TRACKMEN.

ACCIDENT.

Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives, or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Trainmen, Shopmen and Stationmen.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			1		3						4	1
	6		2	4	7					4	15	2
				1					4	1	4	3
3	16	4	19	14	33			2	22	28	103	4
				7	7				3	7	10	5
					1						1	6
			1						1		2	7
					1						1	8
									2		2	9
	2										2	10
1			1							1	1	11
									2		2	12
									1		1	13
				1					1	1	1	14
									1		1	15
	2			2					2	2	8	16
4	26	4	24	29	52			2	39	44	158	

STATIONMEN.

				1						1		1
								2		2		2
	1		2								3	3
			2	1						1	2	4
					1						1	5
				1						1		6
	1		4	3	1			2		5	6	

SHOPMEN.

					1				1		2	1
			1								1	2
			2		3				2		10	3
2	7	2	5	1	1			13	27	18	46	4
	1		1		1						3	5
									1		1	6
							1				1	7
2	8	2	9	1	6		1	13	31	18	64	

TABLE 16, F.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE

EMPLOYEES—SWITCH TENDERS

Number.	Name of Railway.	2	3	4	5	6	7	8	9	10	11
		KIND OF									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars breaking down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay		1								
2	British Yukon						1				
	Canadian Government Railways—										
3	Intercolonial										
4	Canadian Northern						1				
5	Canadian Northern, Quebec										
6	Canadian Pacific				1						1
7	Grand Trunk			1							
	Final Total		1	1	1		2				1

TABLE 16, G—EMPLOYEES—

1	Canada Southern										
2	Canadian Northern						1				
3	Canadian Pacific										
4	Grand Trunk										
5	Sydney and Louisburg										
6	Wabash, in Canada										
	Final total						1				

TABLE 16, H—EMPLOYEES

1	Canada Southern										
	Canadian Government Railways										
2	Intercolonial				1						
3	Canadian Northern				8		1				
4	Canadian Northern, Ontario										
5	Canadian Northern, Quebec										
6	Canadian Pacific		1	2	7		5				
7	Grand Trunk		2	1							
8	Grand Trunk (Canada Atlantic)										
9	Montreal and Atlantic										
10	Pere Marquette										
11	Sydney and Louisburg			1							
12	Vancouver, Victoria and Eastern										
13	Wabash, in Canada										
	Final total		3	4	16		6				

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

CROSSING TENDERS AND WATCHMEN.

12	13	14	15	16	17	18	19	20	21	22	23	

ACCIDENT.

Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives, or Cars.		Overhead Obstructions.		Other Causes.		Total Accidents to Switch Tenders, Crossing Tenders and other Employees.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
											1	1
					1						2	2
				1						1		3
											1	4
				1						1		5
	1			2	1				1	2	5	6
				1	2					2	2	7
	1			5	4				1	6	11	

—TELEGRAPH EMPLOYEES.

									1		1	1
											1	2
			1								1	3
				2						2		4
	1										1	5
				1						1		6
	1		1	3					1	3	4	

—OTHER EMPLOYEES.

	2								2		4	1
			1	1				2		3	2	2
	3		6		2				3		23	3
				2						2		4
	1										1	5
	6		9	6	6		1	1	11	9	46	6
1			2	7	8				3	9	15	7
					1				1		2	8
				1						1		9
									1		1	10
									1	1	1	11
	1				1				1		3	12
									1		1	13
1	13		18	17	18		1	3	24	25	99	

TABLE 16, I.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE

OTHER PERSONS

195 196 197 198 199 200 201 202 203 204 205

KIND OF

Number.	Name of Railway.	Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Bedlington and Nelson										
3	Canada Southern										1
4	Can. Govt. Rys., Intercolonial										1
5	Canadian Northern									1	
6	Canadian Northern, Ontario										
7	Canadian Northern, Quebec									1	
8	Canadian Pacific	1								3	5
9	Crows Nest Southern										
10	Grand Trunk									1	3
11	Grand Trunk, Can. Atlantic										
12	Halifax and South Western										
13	Kingston and Pembroke										
14	Maritime Coal and Ry. Co										
15	Montreal and Atlantic									1	
16	Pere Marquette, in Canada										1
17	Quebec Central										
18	Quebec and Lake St. John										
19	St. Lawrence and Adirondack										
20	Sydney and Louisburg									1	
21	Temiscouata										
22	Temiskaming and Northern Ont										
23	Toronto, Hamilton and Buffalo										
24	Vancouver, Victoria and Eastern										
25	Wabash, in Canada										
	Final total	1								8	11

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

TRESPASSING.

206	207	208	209	210	211	212	213	213	215	216	217	
ACCIDENT.												
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to other Persons—Trespassing.		
		At Highway Crossings.		At Stations		At other Points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
.....	1	.....	.....	.....	.....	2	.....	.....	.....	2	2	3
.....	3	.....	.....	.....	.....	11	1	.....	.....	11	5	4
5	3	.....	.....	1	2	7	4	1	.....	15	9	5
.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	6
.....	.....	.....	.....	.....	.....	5	.....	.....	.....	6	.....	7
3	10	3	7	12	10	48	35	3	8	73	75	8
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	9
2	6	5	8	3	3	41	17	.....	1	52	38	10
.....	.....	.....	.....	.....	.....	5	4	.....	.....	5	4	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	12
.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	13
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	14
.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	.....	15
.....	3	.....	.....	.....	1	.....	1	.....	.....	.....	6	16
.....	.....	.....	.....	.....	.....	2	.....	.....	1	2	1	17
.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	18
.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	19
.....	.....	.....	.....	.....	.....	1	1	.....	.....	2	1	20
.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	21
.....	2	.....	.....	.....	.....	3	.....	.....	.....	3	2	22
.....	1	.....	.....	.....	.....	1	3	.....	.....	1	4	23
.....	.....	.....	.....	.....	.....	2	2	.....	.....	2	2	24
1	.....	.....	.....	.....	.....	2	.....	.....	.....	3	.....	25
12	31	8	15	19	16	133	70	4	11	185	154	

TABLE 16, J.—SUMMARY of Accidents to Persons for the

A.—ACCIDENTS RESULTING FROM THE

OTHER PERSONS—

195	196	197	198	199	200	201	202	203	204	205

KIND OF

Number.	Name of Railway.	Collisions.		Derailments.		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central and Hudson Bay										
2	Bay of Quinte						1				
3	Canada Southern										
4	Can. Gov. Rys: Intercolonial										
5	Can. Gov. Rys: P.E. Island										
6	Canadian Northern		1		2	1					
7	Canadian Northern, Ontario										
8	Canadian Pacific		1						1		1
9	Grand Trunk		4								1
10	Grand Trunk, Can. Atlantic										
11	Kingston and Pembroke										
12	London and Port Stanley										
13	Massawippi Valley										
14	Montreal and Atlantic										
15	Ottawa and New York										
16	Père Marquette in Canada										
17	Quebec Central										
18	Toronto, Hamilton and Buffalo										
19	Vancouver, Victoria and Eastern										
20	Wabash, in Canada										
	Final total		6		2	1	1		1		2

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

NOT TRESPASSING.

206	207	208	209	210	211	212	213	213	215	216	217

ACCIDENT.

Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.		Total Accidents to other Persons—Not Trespassing.		
		At Highway Crossings.		At Stations		At other Points along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
			3								3	1
		1	1							1	2	2
		2			1					2	1	3
		2	2	1						3	2	4
			1								1	5
	2	2	20	1		2				6	25	6
									1		1	7
1	2	10	29	6	2	2	5		8	19	40	8
	2	3	14		2	3	2		6	6	31	9
		1	8							1	8	10
			1								1	11
		1	1							1	1	12
						1				1		13
			2								2	14
		1								1		15
			2								2	16
			3								3	17
		2	1			1		1		4	1	18
			1								1	19
		3					1			3	1	20
1	6	28	89	8	5	9	8	1	15	48	135	

2 GEORGE V., A. 1912

TABLE 16, K.—SUMMARY of Accidents to Persons for the

B.—ACCIDENTS RESULTING FROM THE

EMPLOYEES—STATION

295	296	297	298	299	300	301	302	303	304	305
	STATION MEN.									
	KIND OF ACCIDENT.									
Name of Railway.	Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
Number.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Algoma Central and Hudson Bay..										
2 Algoma Eastern										
3 Bay of Quinté				1						
4 British Yukon		2								
5 Canada Southern										
Canadian Government Railways—										
6 P. E. Island										
7 Canadian Northern		3								
8 Canadian Northern, Ontario										
9 Canadian Northern, Quebec										
10 Canadian Pacific	2	139		3		29		1		9
11 Grand Trunk		2								3
12 Halifax and Southwestern										
13 Montreal and Atlantic										1
14 Ottawa and New York										
15 Père Marquette, in Canada										
16 Quebec and Lake St. John				1						
17 Quebec Railway, Light and Power Co										
18 Temiscouata										
19 Temiskaming & Northern Ontario										
20 Toronto, Hamilton and Buffalo										1
21 Vancouver, Victoria and Eastern		2								
22 Wabash, in Canada		2								1
Final total	2	150		5		29		1		1

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident.

NON-MOVEMENT OF TRAINS, LOCOMOTIVES AND CARS.

MEN AND SHOPMEN.

255	256	257	258	259	260	261	262	263	264	265	266	267	

SHOPMEN.

Total Accidents to Station Men.		Kind of Accident.										Total Accidents to Shopmen.		
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
					6		7		1		3		17	1
									1				1	2
	1													3
	2													4
					24		1		2		7		34	5
					2				2		3		7	6
	3				83		21		1		36		141	7
											3		3	8
					8		1			1	11	1	20	9
2	181		24	1	27	1	6		5		34	2	96	10
	5				8		3			1	6	1	17	11
											1		1	12
	1													13
					1		2				3		6	14
					2				1		1		4	15
	1				7		1		1		10		19	16
					1								1	17
					4								4	18
					5								5	19
	1		1										1	20
	2				1								1	21
	3				1		3				1		5	22
2	200		25	1	180	1	45		14	2	119	4	383	

TABLE 16, L.—SUMMARY of Accidents to Persons for the

B.—ACCIDENTS RESULTING FROM THE

EMPLOYEES—TRACKMEN

243	244	245	246	247	248	249	250	251	252	253
	TRACKMEN.									
	KIND OF ACCIDENT.									
Name of Railway.	Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.	
Number.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1 Algoma Central and Hudson Bay		1				5				3
2 Algoma Eastern				2		1		2		
3 Bay of Quinté										
4 Brandon, Saskatchewan and Hudson Bay										1
5 Canada Southern				3		10		1		7
Canadian Government Railways—										
6 P. E. Island				8						
7 Canadian Northern				6		21				9
8 Canadian Northern Ontario										
9 Canadian Northern Quebec										
10 Canadian Pacific	1	7	1	51		46		4	7	92
11 Crow's Nest Southern						1				1
12 Grand Trunk				3		10				5
13 Grand Trunk (Canada Atlantic)						1				
14 Hereford				1						
15 Inverness Railway and Coal Co										
16 Montreal and Atlantic				1		1				
17 Montreal and Vermont Junction										
18 New Westminster Southern										1
19 Père Marquette, in Canada						1				
20 Quebec and Lake St. John										1
21 Quebec R'ly, Light and Power Co				1						
22 Quebec, Montreal and Southern										
23 Red Mountain										
24 Stanstead, Shefford and Chambly						1				
25 Sydney and Louisburg						4				
26 Temiscouata				6						
27 Temiskaming & Northern Ontario				2						2
28 Toronto, Hamilton and Buffalo										1
29 Vancouver, Victoria and Eastern				1		3				2
30 Wabash, in Canada				5		9				3
Final total	1	8	1	90		114		7	7	128

TABLE 16, M.—PASSENGERS AND

1 Canada Southern										2
2 Canadian Northern										
3 Canadian Pacific		2						2		3
4 Grand Trunk										
5 Quebec, Montreal and Southern										
Final total		2						2		5

SESSIONAL PAPER No. 20b

Year ending June 30, 1911, showing kind of Accident

AND OTHER EMPLOYEES.

279	280	281	282	283	284	285	286	287	288	289	290	291	292	
OTHER EMPLOYEES.														
Total Accidents to Trackmen.		KIND OF ACCIDENT.										Total Accidents to other Employees.		
		Handling Traffic.		Handling Tools, Machinery, &c.		Handling Supplies, &c.		Getting on or off Locomotives or Cars at rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
.....	9	.....	.....	.....	1	.....	8	.....	1	.....	.....	.....	10	1
.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	21	.....	3	.....	6	.....	3	.....	1	2	12	2	25	5
.....	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	6
.....	36	.....	25	.....	5	.....	13	.....	1	.....	26	.....	70	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	8
.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	1	.....	3	9
9	200	1	150	2	43	.....	15	.....	7	4	85	7	300	10
.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	18	.....	.....	.....	3	.....	10	.....	.....	.....	19	.....	32	12
.....	1	.....	.....	.....	1	.....	2	.....	.....	.....	1	.....	4	13
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	15
.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	4	20
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	23
.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	24
.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	4	.....	.....	.....	.....	.....	.....	1	.....	.....	1	1	1	27
.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	6	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	29
.....	17	.....	.....	.....	2	.....	2	.....	.....	.....	6	.....	10	30
9	347	1	178	2	62	.....	60	1	10	6	161	10	471	

OTHER PERSONS.

.....		2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
.....	.....	.....	3	.....	.....	.....	1	.....	.....	.....	1	.....	5	2
.....		7	.....	.....	.....	.....	1	.....	.....	2	4	2	5	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	1	2	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	5
.....		9	.....	3	.....	.....	2	.....	.....	3	8	3	13	

ELECTRIC

TABLE 1.—SUMMARY Statement of Description of Road, Mileage

Number.	Name of Railway.	2	3	4	5	6
		TRACK.				
		Length of Road, First Main Track.	Length of Second Main Track.	Total Length of Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track
1	Berlin and Waterloo	3·20	·78	3·98	·41	4·39
2	Berlin and Bridgeport	2·30	.....	2·30	·10	2·40
3	Brantford and Hamilton	23·00	.....	23·00	.....	23·00
4	British Columbia	182·63	34·04	216·67	16·98	233·65
5	Calgary Municipal	18·00	8·00	26·00	·50	26·50
6	Cape Breton	30·52	.....	30·52	·99	31·51
7	Chatham, Wallaceburg and Lake Erie	38·94	.....	38·94	6·00	44·94
8	Cornwall	4·00	.....	4·00	2·50	6·50
9	Edmonton Radial	18·86	.....	18·86	·50	19·36
10	Galt, Preston and Hespeler	17·81	1·36	19·17	7·25	26·42
	Leased Line—Preston to Berlin	.....	.....	.....	.....	.....
11	Grand Valley [1]	38·29	1·95	40·24	·19	40·43
12	Guelph Radial	6·00	.....	6·00	·33	6·33
13	Halifax	5·12	8·44	13·56	1·06	14·62
14	Hamilton and Dundas	7·00	.....	7·00	.....	7·00
15	Hamilton, Grimsby and Beamsville	22·00	.....	22·00	.....	22·00
16	Hamilton Radial	25·00	8·69	33·69	.....	33·69
17	Hamilton Street	22·00	.....	22·00	.....	22·00
18	Hull	15·03	11·51	26·54	1·12	27·66
19	International	3·68	.....	3·68	·22	3·90
20	Kingston, Portsmouth and Cataraqui	8·00	.....	8·00	.....	8·00
21	Levis County	10·25	.....	10·25	.....	10·25
22	London	25·73	6·79	32·52	·73	33·25
23	London and Lake Erie Ry. and Transportation Co.	27·50	.....	27·50	1·50	29·00
24	Montreal Park and Island	29·37	16·03	45·40	4·68	50·08
25	Montreal Street	76·67	60·10	136·77	17·59	154·36
26	Montreal Terminal	18·22	4·28	22·50	6·55	29·05
27	Montreal and Southern Counties	7·80	.....	7·80	.....	7·80
28	Niagara Falls Park and River	11·91	11·20	23·11	1·37	24·48
29	Niagara, St. Catharines and Toronto	47·76	.....	47·76	5·56	53·32
30	Nipissing Central	5·10	.....	5·10	·42	5·52
31	Oshawa	7·81	.....	7·81	3·64	11·45
32	Ottawa	24·54	22·38	46 92	·50	47·42
33	Peterborough Radial	5·10	.....	5·10	·142	5·242
34	Pictou County	7·90	.....	7·90	·20	8·10
35	Port Arthur	22·33	.....	22·33	.....	22·33
36	Quebec Ry., Light and Power Co. (Citadel)	17·22	.....	17·22	.....	17·22
37	Quebec Ry., Light and Power Co. (Montmorency)	25·10	6·30	31·10	3·00	34·40
38	Sandwich Windsor and Amherstburg	36·06	.....	36·06	.....	36·06
39	Sarnia	8·25	.....	8·25	1·00	9·25
40	Sherbrooke	5·63	.....	5·63	.....	5·63
41	St. John	12·50	6·50	19·00	.....	19·00
42	St. Stephen	7·00	.....	7·00	.....	7·00
43	St. Thomas	7·50	.....	7·50	·20	7·70
44	Suburban Rapid Transit Co.	19·019	.....	19·019	.....	19·019
45	Sydney and Glace Bay*	.....	.....	.....	.....	.....
46	Toronto Street	54·174	51·392	105·566	5·320	110·886
47	Toronto Suburban	9·84	.....	9·84	·42	10·26
48	Toronto and York Radial	72·43	.....	72·43	8·62	81·05
49	Windsor, Essex and Lake Shore Rapid	36·167	.....	36·167	3·840	40·007

1 Brantford Street, Woodstock and Thames Valley and Ingersoll Railway are included in Grand Valley.

SESSIONAL PAPER No. 20b

RAILWAYS.

Passengers and Freight carried for the Year ending June 30, 1911.

7	8	9	10	11	12	13	14	
	Mileage.			Passengers Carried.			Freight Carried.	
Track Leased.	Passenger Car Mileage.	Freight Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	No. of Tons Freight Carried.	Number.
.....	92,134	.....	92,134	714,730	20,093	734,823	.....	1
·70	32,000	.....	32,000	145,587	.....	145,587	.....	2
.....	301,466	29,201	330,667	426,246	.....	426,246	4,278	3
124·68	7,841,556	237,668	8,079,224	46,541,448	.....	46,541,448	77,598	4
.....	801,086	.....	801,086	6,420,086	756,000	7,176,086	.....	5
19·03	460,164	10,230	470,394	2,817,761	439,781	3,257,542	.....	6
.....	251,156	35,310	286,466	340,677	.....	340,677	.....	7
.....	193,244	16,623	209,867	371,558	.....	371,558	.....	8
.....	636,705	.....	636,705	4,669,928	532,383	5,202,311	.....	9
.....	240,146	35,623	275,769	994,568	.....	994,568	148,349	10
.....	.....	.....	.....	.....	.....	.....	.....	
.....	333,417	.....	333,417	1,095,488	38,322	1,133,810	222	11
.....	198,000	7,200	205,200	668,952	64,628	732,980	.....	12
.....	908,690	.....	908,690	4,972,597	335,605	5,308,202	.....	13
.....	115,288	146	115,434	595,896	.....	595,896	275	14
.....	304,149	42,905	347,054	622,915	.....	622,915	36,659	15
.....	490,485	23,227	513,712	1,442,551	.....	1,442,551	10,077	16
.....	1,652,498	.....	1,652,498	10,625,054	2,756,750	13,381,804	.....	17
1·82	774,262	28,112	802,374	1,716,394	85,000	1,801,394	10,784	18
.....	314,806	.....	314,806	1,650,540	.....	1,650,540	.....	19
.....	199,680	.....	199,680	776,736	132,647	909,383	.....	20
.....	311,469	.....	311,469	1,412,918	355,242	1,768,160	.....	21
.....	1,432,858	.....	1,432,858	7,210,642	1,123,658	8,334,300	.....	22
.....	347,542	40,525	388,067	637,861	25,776	663,637	5,811	23
.....	1,326,478	21,679	1,348,157	4,999,336	911,843	5,911,179	111,005	24
8·64	15,946,181	171,217	16,117,398	115,445,205	39,622,452	155,067,657	100,000	25
.....	616,280	62,363	678,643	1,917,795	114,750	2,032,545	91,302	26
.....	215,524	.....	215,524	1,050,428	.....	1,050,428	.....	27
.....	333,195	.....	333,195	1,331,645	.....	1,331,645	24,869	28
.....	741,864	81,348	823,212	3,226,995	20,081	3,247,076	1,485,010	29
.....	138,350	120	138,470	710,395	.....	710,395	.....	30
.....	34,454	23,921	58,375	146,579	.....	146,579	133,088	31
2·22	4,144,718	26,731	4,171,449	17,787,662	5,929,221	23,716,883	.....	32
.....	255,218	.....	255,218	810,124	61,148	871,272	.....	33
.....	130,476	5,070	135,546	1,016,115	.....	1,016,115	.....	34
.....	654,015	.....	654,015	3,407,918	149,652	3,557,570	93,817	35
.....	1,556,973	.....	1,556,973	7,857,680	2,848,799	10,706,479	5,966	36
.....	360,842	.....	360,842	1,340,319	.....	1,340,319	.....	37
.....	875,040	.....	875,040	3,428,634	460,087	3,888,721	.....	38
.....	143,990	.....	143,990	800,210	.....	800,210	.....	39
.....	289,925	.....	289,925	727,090	113,806	840,896	.....	40
.....	1,003,454	.....	1,003,454	4,330,339	1,572,930	5,903,269	.....	41
3·00	183,960	.....	183,960	602,839	23,045	625,884	.....	42
.....	281,700	.....	281,700	401,196	133,366	534,562	.....	43
.....	303,866	.....	303,866	980,519	.....	980,519	.....	44
.....	133,070	10,472	143,542	1,159,763	19,086	1,178,849	.....	45
.....	16,354,871	.....	16,354,871	114,824,461	45,002,578	159,827,042	.....	46
.....	234,128	.....	234,128	1,235,377	74,588	1,309,965	.....	47
.....	1,118,000	94,084	1,212,084	4,136,794	.....	4,136,794	41,540	48
.....	266,063	80,903	346,966	383,677	9,659	393,336	15,422	49

*Mileage included in Cape Breton Railway.

TABLE 1.—SUMMARY Statement of Description of Road, Mileage,

Number.	Name of Railway.	1	2	3	4	5	6
			TRACK.				
			Length of Road, First Main Track.	Length of Second Main Track.	Total Length of Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track
50	Winnipeg		69·50		69·50		69·50
51	Winnipeg, Selkirk and Lake Winnipeg.		20·968		20·968		20·968
52	Yarmouth		3·00		3·00	·11	3·11
	Total		1,223·728	259·742	1,483·470	103·542	1,587·012

SESSIONAL PAPER No. 20b

Passengers and Freight carried for the Year ending June 30, 1911—*Concluded.*

7	8	9	10	11	12	13	14	
	Mileage.			Passengers Carried.			Freight Carried.	
Track Leased.	Passenger Car Mileage.	Freight Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Total Passengers Carried.	No. of Tons Freight Carried.	Number.
	5,453,432		5,453,432	34,937,661	8,124,664	43,062,325		50
	106,920		106,920	261,725		261,725		51
	98,340		98,340	167,175		167,175		52
160·09	71,534,128	1,084,678	72,618,806	426,296,792	111,857,040	538,153,832	2,496,072	

ELECTRIC

TABLE 2.—SUMMARY STATEMENT of Capital

Number.	1 Name of Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Stocks. Proportion to total Railway Capital. 100 x Col. 2 / Col. 12.
		$ cts	$ cts.	Per cent.
1	Berlin and Waterloo			
2	Leased Line—Berlin and Bridgeport	17,400 00	5,780 73	88·78
3	Brantford and Hamilton	300,000 00	13,043 48	31·23
4	British Columbia[1]	11,680,000 00		50·35
5	Calgary Municipal			
6	Cape Breton[1]	1,359,000 00	114,974 62	59·40
7	Chatham, Wallaceburg and Lake Erie	733,100 00	16,312 86	48·32
8	Cornwall	200,000 00	30,769 23	100·00
9	Edmonton Radial			
10	Galt, Preston and Hespeler	49,850 00	2,798 98	7·64
	Leased Line—Preston to Berlin			
11	Grand Valley	1,100,000 00	27,207 52	60·00
12	Guelph Radial	108,000 00	17,052 63	100·00
13	Halifax Tramway[1]	1,400,000 00	95,759 24	70·00
14	Hamilton and Dundas	100,000 00	14,285 71	28·58
15	Hamilton, Grimsby and Beamsville	235,000 00	10,681 82	61·03
16	Hamilton Radial	111,150 00	4,446 00	8·74
17	Hamilton Street	205,000 00	9,318 18	29·08
18	Hull	292,000 00	11,300 31	100·00
19	International Transit	150,000 00	38,461 54	34·09
20	Kingston, Portsmouth and Cataraqui	90,000 00	11,250 00	47·02
21	Levis	382,600 00	37,326 83	71·69
22	London Street	552,000 00	16,601 50	49·00
23	London and Lake Erie	2,000,000 00	68,965 51	74·00
24	Montreal Park and Island	1,035,900 00	20,684 90	50·27
25	Montreal Street	10,000,000 00	68,624 76	69·34
26	Montreal Terminal	1,000,000 00	34,423 41	62·00
27	Montreal and Southern Counties	500,000 00	64,102 56	100·00
28	*Mount McKay and Kakabeka Falls	115,900 00		100·00
29	*Moose Jaw	274,000 00		100·00
30	Niagara Falls Park and River			
31	Niagara, St. Catharines and Toronto	925,000 00	17,348 08	46·29
32	Nipissing Central	280,000 00	50,724 63	100·00
33	Oshawa	40,000 00	3,493 45	33·80
34	Ottawa	1,247,700 00	27,603 98	71·40
35	Peterborough Radial	100,000 00	19,607 84	56·39
36	Pictou County	300,000 00	37,037 03	50·00
37	Port Arthur and Fort William			
38	Quebec Railway, Light and Power[1]	3,250,000 00	62,960 09	56·42
39	Sandwich, Windsor and Amherstburg	297,000 00	8,236 27	37·74
40	Sarnia	90,000 00	9,729 73	53·16
41	Sherbrooke[1]	700,000 00	124,333 92	50·00
42	St. John, N.B[1]	800,000 00	42,105 26	44·41
43	St. Stephen, N.B	100,000 00	14,285 71	50·00
44	St. Thomas, Ont			
45	Sydney and Glace Bay	500,000 00	26,737 96	54·64
46	Suburban Rapid Transit	100,000 00	5,257 90	16·67
47	Toronto Street	8,000,000 00	72,146 17	66·67
48	Toronto Suburban	80,000 00	7,797 27	36·37
49	Toronto and York Radial	2,000,000 00	24,676 12	54·95

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9+10+11	Amount per Mile of Line.	Proportion to total Railway Capital 100 x Col. 5 / Col. 12	Designation. Bonds.	Miscellaneous Obligations.	Total Railway Capital Cols. 2+5.	Amount per Mile of Line.	Number.
$ cts.	$ cts.	Per cent.	$ cts.	$ cts.	$ cts.	$ cts.	
116,620 82	26,565 11	100·00	116,620 82		116,620 82	26,565 11	1
2,200 00	730 90	11·23	2,200 00		19,600 00	6,511 63	2
660,000 00	28,695 65	69·77	660,000 00		960,000 00	41,739 13	3
11,522,383 00		49·65	11,522,383 00		23,202,383 00		4
1,000,000 00	37,735 84	100·00	1,000,000 00		1,000,000 00	37,735 84	5
928,000 00	78,510 99	40·60	928,000 00		2,287,000 00	193,485 61	6
787,500 00	17,523 36	51·78	787,500 00		1,520,600 00	33,836 22	7
					200,000 00	30,769 23	8
921,963 22	47,622 06	100·00	921,963 22		921,963 22	47,622 06	9
601,852 47	33,792 95	92·35	75,000 00	526,852 47	651,702 47	36,591 93	10
688,800 00	17,036 85	40·00	688,800 00		1,788,800 00	44,244 37	11
					108,000 00	17,052 63	12
600,000 00	41,039 66	30·00	600,000 00		2,000,000 00	136,798 90	13
250,000 00	35,714 29	71·42	250,000 00		350,000 00	50,000 00	14
150,000 00	6,818 18	38·98	150,000 00		385,000 00	17,500 00	15
1,160,000 00	46,400 00	91·26	1,160,000 00		1,271,150 00	50,846 00	16
500,000 00	22,727 27	70·92	500,000 00		705,000 00	32,045 45	17
					292,000 00	11,300 31	18
290,000 00	74,358 97	65·91	290,000 00		440,000 00	112,820 51	19
99,250 00	12,406 25	52·98	99,250 00		189,250 00	23,656 25	20
151,100 00	14,741 46	28·31	151,100 00		533,700 00	52,068 29	21
575,000 00	17,293 23	51·00	575,000 00		1,127,000 00	33,894 73	22
700,000 00	24,137 93	26·00	700,000 00		2,700,000 00	93,103 44	23
1,025,000 00	20,467 25	49·73	1,025,000 00		2,060,900 00	41,152 15	24
4,421,863 00	30,344 92	30·66	4,420,000 00	1,863 00	14,421,863 00	98,969 68	25
613,000 00	21,101 55	38·00	613,000 00		1,613,000 00	55,524 96	26
					500,000 00	64,102 56	27
					115,900 00		28
					274,000 00		29
600,000 00	24,509 80	100·00	600,000 00		600,000 00	24,509 80	30
1,073,000 00	20,123 78	53·71	1,073,000 00		1,998,000 00	37,471 86	31
					280,000 00	50,724 63	32
78,452 16	6,851 72	66·20	78,452 16		118,452 16	10,345 17	33
500,000 00	11,061 94	28·60	500,000 00		1,747,700 00	38,665 92	34
77,328 40	15,162 43	43·61	50,000 00	27,328 40	177,328 40	34,770 27	35
300,000 00	37,037 04	50·00	300,000 00		600,000 00	74,074 07	36
906,276 18	40,579 53	100·00	906,276 18		906,276 18	40,579 53	37
2,510,000 00	48,624 56	43·58	2,500,000 00	10,000 00	5,760,000 00	111,584 65	38
490,000 00	13,588 46	62·26	490,000 00		787,000 00	21,824 73	39
79,100 00	8,551 35	46·84	79,100 00		169,100 00	18,281 08	40
700,000 00	124,333 93	50·00	700,000 00		1,400,000 00	248,667 85	41
1,000,000 00	52,631 58	55·59	1,000,000 00		1,860,000 00	94,736 84	42
100,000 00	14,285 72	50·00	100,000 00		200,000 00	28,571 43	43
57,428 39	7,458 23	100·00	57,428 39		57,428 39	7,458 23	44
415,000 00	22,192 52	45·36	415,000 00		915,000 00	48,930 48	45
500,000 00	26,289 50	83·33	500,000 00		600,000 00	31,547 40	46
3,998,326 66	36,057 99	33·33	3,998,326 66		11,998,326 66	108,204 16	47
140,000 00	13,645 22	63·63	140,000 00		220,000 00	21,442 49	48
1,640,000 00	20,234 42	45·05	1,640,000 00		3,640,000 00	44,910 54	49

TABLE 2.—SUMMARY Statement of Capital

Number.	1 Name of Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Stocks. Proportion to total Railway Capital. 100 x Col. 2 / Col. 12.
		$ cts.	$ cts.	Per cent.
50	Windsor, Essex and Lake Shore Rapid..	750,000 00	18,750 00	50·00
51	Windsor and Tecumseh[2].....	100,000 00	.....	34·60
52	Winnipeg Street[1]	8,434,602 62	121,361 19	62·03
53	Winnipeg, Selkirk and Lake Winnipeg....	111,500 00	5,317 62	21·80
54	Yarmouth.....	54,500 00	18,166 67	81·10
	Total.....	62,251,202 62	.....	.....

[1]Including Capital for Lighting, Power and Gas Plants. [2]Operated by Sandwich, Windsor and

for the Year ending June 30, 1911—*Concluded.*

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9+10+11	Amount per Mile of Line.	Proportion to total Railway Capital 100 x Col. 5 / Col. 12	Designation. Bonds.	Designation. Miscellaneous Obligations.	Total Railway Capital Cols. 2+5.	Amount per Mile of Line.	Number.
$ cts.	$ cts.	Per cent.	$ cts.	$ cts.	$ cts.	$ cts.	
750,000 00	18,750 00	50·00	750,000 00	.....	1,500,000 00	37,500 00	50
189,000 00	.....	65·40	189,000 00	.....	289,000 00	.....	51
5,000,000 00	71,942 44	37·97	5,000,000 00	.....	13,434,602 62	193,303 63	52
400,000 00	19,076 69	78·20	400,000 00	.....	511,500 00	24,394 31	53
12,700 00	4,233 33	18·90	12,700 00	.....	67,200 00	22,400 00	54
49,281,144 30	.....	.....	48,715,100 43	566,043 87	.....	111,532,346 92	

Amherstburg. *Under construction.

ELECTRIC

TABLE 3.—SUMMARY Statement of Income Account

Number.	Name of Railway.	Earnings and Income.			
		Gross Earnings from Operation.	Operating Expenses.	Net Earnings from Operation.	Miscellaneous Income.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	34,552 36	23,987 85	10,564 51	
2	Leased Line—Berlin and Bridgeport	7,274 14	5,767 05	1,507 09	
3	Brantford and Hamilton	115,904 27	77,878 24	38,026 03	
4	British Columbia	2,710,150 22	1,866,379 10	843,771 12	
5	Calgary Municipal	275,434 51	139,601 98	135,832 53	
6	Cape Breton	150,536 36	91,471 89	59,064 47	93,054 47
7	Chatham, Wallaceburg and Lake Erie	103,282 78	48,309 18	54,973 60	
8	Cornwall	29,134 21	22,212 35	6,921 86	
9	Edmonton Radial	196,552 78	180,860 12	15,692 66	
10	Galt, Preston and Hespeler	162,996 11	91,612 16	71,383 95	345 13
	Leased Line—Preston to Berlin				
11	Grand Valley	87,932 89	77,076 91	10,855 98	
12	Guelph Radial	30,367 39	23,130 28	7,237 11	
13	Halifax Tramway	220,800 71	125,180 69	95,620 02	150,467 60
14	Hamilton and Dundas	53,497 64	34,713 65	18,783 99	2,795 68
15	Hamilton, Grimsby and Beamsville	119,344 23	92,386 63	26,957 60	2 91
16	Hamilton Radial	152,985 44	103,206 76	49,778 68	
17	Hamilton Street	410,434 65	255,605 02	154,829 63	
18	Hull	110,242 37	92,930 75	17,311 62	35,586 25
19	International Transit	76,221 06	38,733 26	37,487 80	
20	Kingston, Portsmouth and Cataraqui	32,099 23	32,025 23	74 00	
21	Levis	66,656,98	57,619 57	9,037 41	474 61
22	London Street	265,608 13	182,643 67	82,964 46	126,54
23	London and Lake Erie	122,988 92	77,699 78	45,289 14	136 96
24	Montreal Park and Island	387,999 88	251,245 01	136,754 87	
25	Montreal Street	4,670,827,87	2,664,148 56	2,006,679 31	130,852 49
26	Montreal Terminal	134,019 96	122,116 10	11,903 86	
27	Montreal and Southern Counties	84,416 93	79,445 28	4,971 65	694 44
28	Niagara Falls Park and River	162,171 66	81,839 97	80,331 69	7,303 86
29	Niagara, St. Catharines and Toronto	316,267 93	207,599 02	108,668 91	
30	Nipissing Central	57,672 78	31,227 22	26:445 56	
31	Oshawa	83,885 32	59,475 38	24,409 94	
32	Ottawa	787,573 27	473,170 18	314,403 09	
33	Peterborough Radial	37,060 23	28,706 91	8,353 32	
34	Pictou County	48,711 06	27,569 70	21,141 36	29,023 41
35	Port Arthur and Fort William	154,072 32	97,526 01	56,546 31	2,176 09
36	Quebec Rly. Light and Power, (City)	351,441 96	218,217 19	133,224 77	
37	Quebec Rly, Light and Power (Montmorency)	176,135 44	117,264 62	58,870 82	
38	Sandwich, Windsor and Amherstburg	205,884 19	105,359 25	100,524 94	30,045 47
39	Sarnia	45,926 70	30,904 33	15,022 37	
40	Sherbrooke	40,937 93	37,243 47	3,694 46	
41	St. John N.B	191,412 01	148,266 70	43,145 31	96,030 28
42	St. Stephen, N.B	30,596 55	25,496 64	5,099 91	1,846 09
43	St. Thomas Ont	16,343 04	24,828 25	Dr 8,485 21	
44	Sydney and Glace Bay	6,364 22	32,198 02	31,445 20	225 00
45	Suburban Rapid Transit	59,161 00	34,052 01	25,108 99	
46	Toronto Street	4,590,245 05	2,315,355 84	2,274,889 21	
47	Toronto Suburban	63,673 41	40,946 49	22,726 92	295 84
48	Toronto and York Radial	424,532 89	249,607 84	174,925 05	
49	Windsor, Essex and Lake Shore Rapid	113,733 15	71,964 60	41,768 55	
50	Winnipeg, Street	1,422,260 16	723,934 78	698,325 38	1,101,853 23
51	Winnipeg, Selkirk and Lake Winnipeg	80,730 43	39,231 50	41,498 93	
52	Yarmouth	20,617 98	16,161 23	4,456 75	
	Total	20,356,951 70	12,096,134 22	8,260,817 48	1,683,336 35

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911.

6	7	8	9	10	11	12	13	
	Deductions from Income.							
Gross Income less Operating Expenses.	Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	Other Deductions from Income.	Total Deductions from Income.	Net Income.	Net Loss.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
10,564 51	910 55	5,255 66	469 97	.....	6,636 18	3,928 33	.....	1
1,507 09	120 60	120 00	757 14	.....	997 74	509 35	.....	2
38,026 03	2,982 44	39,600 00	19,949 24	.....	62,441 68	.....	24,415 65	3
843,771 12	.....	.....	.....	.....	.....	843,771 12	.....	4
135,832 53	.....	23,220 00	.....	.....	23,220 00	112,612 53	.....	5
152,118 94	4,657 72	44,400 00	.....	25,075 00	74,142 72	77,986 22	.....	6
54,973 60	1,628 64	31,332 41	.....	.....	32,961 05	22,012 55	.....	7
6,921 86	.....	.....	.....	.....	.....	6,921 86	.....	8
15,692 66	.....	.....	.....	44,025 35	44,025 35	.....	28,332 69	9
71,729 08	2,426 14	3,751 25	.....	.....	6,177 39	65,551 69	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	
10,855 98	1,940 14	.....	575 35	.....	2,515 49	8,340 49	.....	11
7,237 11	.....	.....	.....	.....	.....	7,237 11	.....	12
246,087 62	10,913 10	30,000 00	.....	.....	40,913 10	205,174 52	.....	13
21,579 67	1,098 40	14,000 00	1 24	.....	15,099 64	6,480 03	.....	14
26,960 51	2,747 83	7,500 00	.....	.....	10,247 83	16,712 68	.....	15
49,778 68	3,619 39	68,000 00	127 15	.....	71,746 54	.....	21,967 86	16
154,829 63	43,171 08	22,500 00	2,513 38	.....	68,184 46	86,645 17	.....	17
52,897 87	904 08	.....	.....	.....	904 08	51,993 79	.....	18
37,487 80	522 10	14,750 00	.....	1,338 66	16,610 76	20,877 04	.....	19
74 00	571 87	2,985 00	.....	.....	3,556 87	.....	3,482 87	20
9,512 02	610 07	8,443 51	4,284 94	.....	13,338 55	.....	3,826 53	21
83,091 00	4,927 59	28,750 00	12 44	1,133 80	34,823 83	48,267 17	.....	22
45,426 10	980 62	35,000 00	.....	.....	35,980 62	9,445 48	.....	23
136,754 87	4,200 00	101,059 64	36,599 04	19,285 13	161,143 81	.....	24,388 94	24
2,137,531 80	370,424 82	199,694 71	.....	6,960 00	577,079 53	1,560,452 27	.....	25
11,903 86	4,279 96	38,283 48	.....	6,130 00	48,693 44	.....	36,789 58	26
5,666 09	1,586 89	.....	.....	.....	1,586 89	4,079 20	.....	27
87,635 55	3,395 60	30,000 00	.....	.....	33,395 60	54,239 95	.....	28
108,668 91	9,095 27	52,675 00	19,313 90	7 00	81,091 17	27,577 74	.....	29
26,445 56	546 62	.....	.....	.....	546 62	25,898 94	.....	30
24,409 94	543 86	3,650 00	30 50	.....	4,324 36	20,185 58	.....	31
314,403 09	22,272 16	20,000 00	16,869 30	.....	59,141 46	255,261 63	.....	32
8,353 32	102 00	2,500 00	1,530 50	.....	4,132 50	4,220 82	.....	33
50,164 77	803 42	15,000 00	.....	19,982 60	35,786 02	14,378 75	.....	34
58,722 40	.....	28,771 17	.....	.....	38,771 17	19,951 23	.....	35
133,224 77	.....	.....	.....	.....	.....	133,224 77	.....	36
58,870 82	.....	.....	.....	.....	.....	96,370 41	.....	38
130,570 41	2,700 00	31,500 00	.....	.....	34,200 00	58,870 82	.....	37
15,022 37	441 90	3,982 50	.....	.....	4,424 40	10,597 97	.....	39
3,694 46	.....	35,000 00	.....	.....	35,000 00	.....	31,305 54	40
139,175 59	1,613 78	50,000 00	.....	.....	51,613 78	87,561 81	.....	41
6,946 00	532 83	5,000 00	.....	.....	5,532 83	1,413 17	.....	42
Dr. 8,485 21	.....	2,371 06	.....	.....	2,371 06	.....	10,856 27	43
31,670 20	1,242 86	10,375 00	.....	.....	11,617 86	20,052 34	.....	44
25,108 99	1,957 16	25 000 00	.....	.....	26,957 16	.....	1,848 17	45
2,274,889 21	785,672 10	188,924 70	.....	7,000 00	981,596 80	1,293,292 41	.....	46
23,022 76	1,017 85	.....	6,085 97	4,144 33	11,248 15	11,774 61	.....	47
174,925 05	4,918 56	81,249 99	31,242 56	.....	117,411 11	57,513 94	.....	48
41,768 55	1,848 95	37,500 00	15,937 64	.....	55,286 59	.....	13,518 04	49
1,800,178 61	130,282 50	250,000 00	.....	.....	380,282 50	1,419,896 11	.....	50
41,498 93	2,923 62	20,000 00	.....	.....	22,923 62	18,575 31	.....	51
4,456 75	.....	635 00	1,543 12	68 10	2,246 22	2,210 53	.....	52
9,944,153 83	1,437,045 07	1,622,780 11	157,843 38	135,149 97	3,352,818 53	6,792,067 44	200,732 14	

ELECTRIC

TABLE 3.—SUMMARY Statement of Income Account

Number.	Name of Railway.	14	15	16	17
			DEDUCTIONS FROM NET INCOME		
			Reserves and Special Charges.	Dividends.	Total Deductions from Net Income.
			$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo				
2	Leased Line—Berlin and Bridgeport				
3	Brantford and Hamilton				
4	British Columbia				
5	Calgary Municipal		23,142 27		23,142 27
6	Cape Breton		9,290 00	53,415 00	62,705 00
7	Chatham, Wallaceburg and Lake Erie				
8	Cornwall				
9	Edmonton Radial				
10	Galt, Preston and Hespeler				
	Leased Line—Preston to Berlin				
11	Grand Valley				
12	Guelph Radial			3,780 00	3,780 00
13	Halifax Tramway		22,228 66	105,000 00	127,228 66
14	Hamilton and Dundas				
15	Hamilton, Grimsby and Beamsville			15,275 00	15,275 00
16	Hamilton Radial				
17	Hamilton Street				
18	Hull				
19	International Transit				
20	Kingston, Portsmouth and Cataraqui				
21	Levis				
22	London Street			33,120 00	33,120 00
23	London and Lake Erie				
24	Montreal Park and Island			18,900 00	18,900 00
25	Montreal Street		275,000 00	1,000,000 00	1,275,000 00
26	Montreal Terminal				
27	Montreal and Southern Counties				
28	Niagara Falls, Park and River				
29	Niagara, St. Catharines and Toronto				
30	Nipissing Central				
31	Oshawa				
32	Ottawa			149,724 00	149,724 00
33	Peterborough Radial				
34	Pictou County				
35	Port Arthur and Fort William				
36	Quebec Rly. Light and Power Co. (City)*				
37	Quebec Rly. Light and Power Co. (Montmorency)*				
38	Sandwich, Windsor and Amherstburg				
39	Sarnia			5,400 00	5,400 00
40	Sherbrooke				
41	St. John, N.B.			48,000 00	48,000 00
42	St. Stephen, N.B.				
43	St. Thomas, Ont.				
44	Sydney and Glace Bay		2,200 02		2,200 02
45	Suburban Rapid Transit				
46	Toronto Street			560 000 00	560 000 00
47	Toronto Suburban				
48	Toronto and York Radial		12,000 00		12,000 00
49	Windsor, Essex and Lake Shore Rapid				
50	Winnipeg Street		299,000 00	739,380 00	1,038,380 00
51	Winnipeg, Selkirk and Lake Winnipeg		10,848 21		10,848 21
52	Yarmouth				
	Total		653,709 16	2,731,994 00	3,385,703 16

*Interest on funded debt and dividends paid from net earnings of all Divisions.

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911—*Continued.*

18	19	20	21	22	23	24	25	
Surplus for Year.	Deficit for Year.	Surplus at Beginning of Year.	Deficit at Beginning of Year.	Profit or Loss, Adjustments During Year.		Surplus at Close of Year.	Deficit at Close of Year.	Number.
				Credits.	Debits.			
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
3,928 33						3,928 33		1
509 35						509 35		2
	24,415 65		69,230 35	2,645 37			91,000 63	3
843,771 12						843,771 12		4
89,470 26					2,264 17	87,206 09		5
15,281 22		141,515 19		116,482 54	5,000 00	268,278 95		6
22,012 55			12,303 61			9,708 94		7
6,921 86						6,921 86		8
	28,332 69		9,484 64		9,757 81		47,575 14	9
65,551 69						65,551 69		10
8,340 49						8,340 49		11
3,457 11						3,457 11		12
77,945 86		531,519 69		486,187 84	281,013 32	814,640 07		13
6,480 03			1,292 91	679 16		5,866 28		14
1,437 68		52,787 40		5,145 66		59,370 74		15
	21,967 86		144,846 75	1,600 00	1,035 15		166,249 76	16
86,645 17		80,043 24		11,784 87		178,473 28		17
51,993 79		81,530 99			5,530 66	127,994 12		18
20,877 04			19,892 70	68 41		1,052 75		19
	3,482 87						3,482 87	20
	3,826 53		28,386 58				32,213 11	21
15,147 17		26,606 59		11 78	1,450 00	40,315 54		22
9,445 48		14,223 94			2,876 71	20,972 71		23
	43,288 94		1,041,539 78				1,084,828 72	24
285,452 27		2,591,365 46		26,708 78		2,903,526 51		25
	36,789 58		80,993 97		4,597 50		122,381 05	26
4,079 20			15,111 30				11,032 10	27
54,239 95						54,239 95		28
27,577 74		206,461 19				234,041 93		29
25,898 94						25,898 94		30
20,185 58						20,185 58		31
105,537 63		92,900 91			41,000 00	157,438 54		32
4,220 82		4,797 89				9,018 71		33
14,378 75		20,711 12			46 75	35,043 12		34
19,951 23						19,951 23		35
133,224 77						133,224 77		36
58,870 82						58,870 82		37
96,370 41		18,096 57				114,466 98		38
5,197 97		25,472 34				30,670 31		39
	31,305 54						31,305 54	40
39,561 81		127,351 68				166,913 49		41
1,413 17			23,929 62				22,516 45	42
	10,856 27						10,856 27	43
17,852 32		98,630 22			116,482 54			44
	1,848 17		6,779 08				8,627 25	45
733,292 41		3,240,084 09				3,973,376 50		46
11,774 61			9,323 68		3,231 07		780 14	47
45,513 94		116,422 31				161,936 25		48
	13,518 04		87,346 02	2,920 25	3,351 06		101,294 87	49
381,516 11		988,637 62				1,370,153 73		50
7,727 10		13,850 44				21,577 54		51
2,210 53		5,841 66				8,052 19		52
3,425,264 28	219,632 14	8,478,853 54	1,550,460 99	654,234 66	477,636 74	12,044,766 51	1,734,143 90	

ELECTRIC

TABLE 4.—SUMMARY Statement of Gross Earnings

Number.	1 Name of Railway.	2 Car Earnings. Passengers.	3 Car Earnings. Freight.	4 Car Earnings. Mail and Express.	5 Car Earnings. Other Car Earnings.
		$ cts.	$ cts.	$ cts	$ cts.
1	Berlin and Waterloo	30,098 26		1,218 15	349 70
2	Berlin and Bridgeport	6,919 20		72 00	153 44
3	Brantford and Hamilton	94,227 47	11,667 77	1,637 78	998 60
4	British Columbia	2,448,333 80	186,908 06	22,468 73	42,885 22
5	Calgary Municipal	269,423 16			
6	Cape Breton	140,888 09		4,360 63	396 00
7	Chatham, Wallaceburg and Lake Erie	52,159 62	42,315 09	1,312 71	1,477 27
8	Cornwall	16,620 75	9,450 84	519 81	3 01
9	Edmonton Radial	193,615 33			705 75
10	Galt, Preston and Hespeler	76,013 88	77,561 05	8,139 15	5 50
	Leased line—Preston to Berlin				
11	Grand Valley *	81,153 00	4,455 31		
12	Guelph Radial	28,338 16	1,070 85		
13	Halifax	219,451 64			
14	Hamilton and Dundas	49,887 74	380 35	556 11	229 75
15	Hamilton, Grimsby and Beamsville	78,679 42	27,739 02	8,020 26	825 80
16	Hamilton Radial	135,058 41	9,456 77	972 48	373 20
17	Hamilton Street	405,030 57	352 79		
18	Hull	92,738 24	13,004 20	2,963 82	
19	International	68,018 69			
20	Kingston, Portsmouth and Cataraqui	30,959 60			
21	Levis County	62,525 51	3,041,47	690 00	400 00
22	London	261,200 43	130 45	1,240 00	571 21
23	London and Lake Erie Ry. and Transportation Company	103,835 53	12,513 11	3,485 79	
24	Montreal Park and Island	368,223 87	9,985 32		
25	Montreal Street	4,578,327 46	39,261 05		
26	Montreal Terminal	107,254 87	26,124 57	500 00	
27	Montreal and Southern Counties	83,712 98			114 00
28	Niagara Falls Park and River	151,249 57	7,841 32	725 52	615 54
29	Niagara, St. Catharines and Toronto	215,384 68	85,880 24	1,475 35	7,394 62
30	Nipissing Central	56,831 61	151 00		199 25
31	Oshawa	11,724 48	65,800 57		4,311 84
32	Ottawa	761,950 90		8,091 00	760 30
33	Peterborough Radial	36,380 20			
34	Pictou County	47,144 65	1,566 41		
35	Port Arthur	140,058 31	9,457 47	379 16	2,769 03
36	Quebec Ry. Light and Power Co. (Citadel)	337,548 36	1,412 99		7,609 61
37	Quebec Ry. Light and Power Co. (Montmorency)	149,961 00		3,838 17	20,490 92
38	Sandwich, Windsor and Amherstburg	187,028 74	5,602 62	800 00	420 35
39	Sarnia	35,351 47	3,538 01	1,555 00	2,502 20
40	Sherbrooke Street	38,020 60	62 40		44 50
41	St. John, N.B	190,662 01			
42	St. Stephen, N.B	29,890 30			
43	St. Thomas, Ont	14,594 96			12 00
44	Suburban Rapid Transit Co	46,375 96	2,925 90	550 00	
45	Sydney and Glace Bay	57,988 15		4,412 48	266 15
46	Toronto Street	4,549,160 88			
47	Toronto Suburban	53,967 12			
48	Toronto and York Radial	353,352 71	58,552 94	2,951 37	
49	Windsor, Essex and Lake Shore Rapid	94,551 41	13,968 22	3,065 59	1,627 24
50	Winnipeg	1,413,862 04		400 00	2,418 12
51	Winnipeg, Selkirk and Lake Winnipeg	66,641 15	12,000 95	1,602 07	
52	Yarmouth	7,996 28		225 00	
	Total	19,130,376 22	744,179 11	88,233 13	100,930 12

*Includes Brantford Street, Woodstock and Thames Valley and Ingersoll Railway.

SESSIONAL PAPER No. 20b

RAILWAYS.

from Operation for the Year ending June 30, 1911.

6	7	8	9	10	11	12	13	14	
				Miscellaneous Earnings.					
Total Car Earnings.	Advertising.	Rent of Land or Buildings.	Rent of Tracks.	Rent of Equipment.	Sale of Power.	Other Miscellaneous Earnings.	Total Miscellaneous Earnings.	Total Gross Earnings from Operation.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
31,666 11	555 25				2,331 00		2,886 25	34,552 36	1
7,144 61		129 50					129 50	7,274 14	2
108,531 62		6,002 00		1,370 65			7,372 65	115,904 27	3
2,700,595 81	5,991 37	177 45	1,036 33			2,349 26	9,554 41	2,710,150 22	4
269,423 16	6,011 35						6,011 35	275,434 51	5
145,644 72	517,48	350 10	4,023 77			0 29	4,891 64	150,536 36	6
97,264 69	225 00	446 42			29 50	5,317 17	6,018 09	103,282 78	7
26,594 41	360 00				381 69	1,798 11	2,539 80	29,134 21	8
194,321 08	1,376 70					855 00	2,231,70	196,552 78	9
161,719 58		8 00	630 84		633 47	4 22	1,276 53	162,996 11	10
85,608 31	825 00					1,499 58	2,324 58	87,932 89	11
24,409 01	269 00	230 04			350 71	108 63	958 38	30,367 39	12
219,451 64	1,102 00	247 07					1,349 07	220,800 71	13
51,053 95	100 00	55 00		2,288 69			2,443 69	53,497 64	14
115,264 50	350 00	936 00		2,793 73			4,079 73	119,344 23	15
145,860 86	300 00	390 00		6,434 58			7,124 58	152,985 44	16
405,383 36	600 00	1,968 00		2,483 29			5,051 29	410,434 65	17
108,706 26	452 71	83 40	1,000 00				1,536 11	110,242 37	18
68,018 69						8,202 37	8,202 37	76,221 06	19
30,959 60	300 00	839 63					1,139 63	32,099 23	20
66,656 98								66,656 98	21
263,142 09	2,201 07	167 50				97 47	2,466 04	265,608 13	22
119,834 43	539 00				2,376 33	239 16	3,154 49	122,988 92	23
378,209 19	500 00	2,330 69	6,960 00				9,790 69	387 999 88	24
4,617,588 51	14,350 99			38,888 37			53,239 36	4,670,827 87	25
133,879 44	500 00	Dr. 422 82				63 34	140 52	134,019 96	26
83,826 98	550 00					39 95	589 95	84,416 93	27
160,431 95	534 00	100 00		59 67	797 02	249 02	1,739 71	162,171 66	28
310,134 89		320 97		120 98		5,691 09	6,133 04	316,267 93	29
57,181 86	335 72	155 20					490 92	57,672 78	30
81,836 89	135 44	693 24			189 77	1,029 98	2,048 43	83,885 32	31
770,802 20	2,350 00	1,190 00			3,450 00	9,781 07	16,771 07	787,573 27	32
36,380 20	199 99					480 04	680 03	37,060 23	33
48,711 06								48,711 06	34
152,663 97	705 30				547 40	155 65	1,408 35	154,072 32	35
346,570 96	1,002 50			3,853 50		15 00	4,871 00	351,441 96	36
174,290 09		1,607 36				237 99	1,845 35	176,135 44	37
193,851 71	575 00	36 00			10,950 00	471 48	12,032 48	205,884 19	38
42,946 68	250 00					2,730 02	2,980 02	45,926 70	39
38,127 50	446 67	2,322 83			40 93		2,810 43	40,937 93	40
190,662 01	750 00						750 00	191,412 01	41
29,890 30	150 00				106 34	449 91	706 25	30,596 55	42
14,606 96	252 45	1,200 00				283 63	1,736 08	16,343 04	43
49,856 86					9,304 14		9,304 14	59,161 00	44
62,666 78	175 00			330 94	470 50		976 44	63,643 22	45
4,549,160 88	13,166 69					27,917 48	41,084 17	4,590,245 05	46
53,967 12	62 50				9,342 67	301 12	9,706 29	63,673 41	47
414,857 02	837 50	967 10				7,871 27	9,675 87	424,532 89	48
113,215 46	400 00	21 30				96 39	517 69	113,733 15	49
1,416,680 16	5,580 00						5,580 00	1,422,260 16	50
80,244 17	261 65					486 26	486 26	80,730 43	51
8,221 28					2,396 77	9,738 28	12,396 70	20,617 98	52
20,063,718 58	66,147 33	22,551 98	13,650 94	58,624 40	43,698 24	88,560 23	293,233 12	20,356,951 70	

TABLE 5.—SUMMARY Statement of Operating Expenses

1	2	3	4	5
Number. Name of Railway.	MAINTENANCE—WAY AND STRUCTURES. Maintenance of Track and Roadway.	Maintenance of Electric Line.	Maintenance of Buildings and Fixtures.	Total Way and Structures.
	$ cts.	$ cts.	$ cts.	$ cts.
1 Berlin and Waterloo		1,506 31	49 90	1,556 21
2 Berlin and Bridgeport		137 64	69 86	207 50
3 Brantford and Hamilton	10,153 20	1,033 16	34 28	11,220 64
4 British Columbia	120,512 38	29,765 74	4,626 24	154,904 36
5 Calgary Municipal	2,704 65	1,639 96	183 60	4,528 21
6 Cape Breton	6,879 45	2,351 30	480 78	9,711 53
7 Chatham, Wallaceburg and Lake Erie	3,555 89	848 98	276 09	4,680 96
8 Cornwall	975 15	45 68		1,020 83
9 Edmonton Radial	15,055 07	1,050 36	315 75	16,421 18
10 Galt, Preston and Hespeler	11,518 46	1,486 88		13,005 34
Leased Line—Preston to Berlin				
11 Grand Valley†	1,247 92	625 12	2,863 96	4,737 00
12 Guelph Radial	1,543 73	220 70		1,764 43
13 Halifax	11,342 99	1,588 62	1,743 04	14,674 65
14 Hamilton and Dundas	3,140 56	1,185 62	229 42	4,555 60
15 Hamilton, Grimsby and Beamsville	12,200 81	2,115 77	557 26	14,873 84
16 Hamilton Radial	7,729 45	1,513 68	68 54	9,311 67
17 Hamilton Street	6,335 91	5,217 81	180 83	11,734 55
18 Hull	8,328 72	3,004 55	421 71	11,754 98
19 International	2,903 35	297 87	69 03	3,270 25
20 Kingston, Portsmouth and Cataraqui	2,959 71	422 23	197 47	3,579 41
21 Levis County	3,560 98	1,120 37	355 23	5,036 58
22 London	18,374 46	2,831 48	545 07	21,751 01
23 London and Lake Erie Ry. and Transportation Co	8,368 11	1,059 42		9,427 53
24 Montreal Park and Island	30,813 98	5,837 52	3,411 81	40,063 31
25 Montreal Street	130,008 55	26,296 89	23,066 78	179,372 22
26 Montreal Terminal	13,126 95	5,747 91	2,394 33	21,269 19
27 Montreal and Southern Counties	3,002 40	870 55	11 00	3,883 95
28 Niagara Falls Park and River	17,601 84	2,775 80	3,698 28	24,075 92
29 Niagara, St. Catharines and Toronto	18,361 81	2,951 03	5,612 01	26,924 85
30 Nipissing Central	3,984 00	850 80		4,834 80
31 Oshawa	4,505 42	2,444 07	210 30	7,159 79
32 Ottawa	22,266 60	10,399 92	1,619 74	34,286 26
33 Peterborough Radial	1,377 96	293 22	12 12	1,683 30
34 Pictou County	2,154 40	133 49		2,287 89
35 Port Arthur	6,702 32	2,367 76	1,169 11	10,239 19
36 Quebec Ry., Light and Power Co. (Citadel)	11,155 12	2,903 79	61 05	14,119 96
37 Quebec Ry., Light and Power Co. (Montmorency)	13,372 74	1,490 67	1,784 90	16,648 31
38 Sandwich, Windsor and Amherstburg	12,109 39	2,448 04	885 40	15,442 83
39 Sarnia	2,301 60			2,301 60
40 Sherbrooke Street				
41 St. John, N.B	11,728 21	2,020 67	537 55	14,286 43
42 St. Stephen, N.B	2,657 81	1,457 71	219 30	4,334 82
43 St. Thomas, Ont	1,104 03	755 95		1,859 98
44 Suburban Rapid Transit Co	4,558 02			4,558 02
45 Sydney and Glace Bay	2,337 53	514 63	19 94	2,872 10
46 Toronto Street	50,347 01	16,866 01		67,213 02
47 Toronto Suburban	6,045 40	228 27	229 84	6,503 51
48 Toronto and York Radial	13,537 23	3,388 65	1,755 34	18,681 22
49 Windsor, Essex and Lake Shore Rapid	7,633 68	1,650 79	226 70	9,511 17
50 Winnipeg	33,641 23	6,178 16	4,431 55	44,250 94
51 Winnipeg, Selkirk and Lake Winnipeg	7,672 57	167 36	72 00	7,911 93
52 Yarmouth				570 16
Total	693,498 75	162,108 91	64,697 11	920,874 93

†Includes Brantford Street, Woodstock and Thames Valley and Ingersoll Railway.

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911—*Continued.*

6	7	8	9	10	11	12	
MAINTENANCE—EQUIPMENT.							
Maintenance of Steam Plant.	Maintenance of Electric Plant.	Maintenance of Cars.	Maintenance of Electric Equipment of Cars.	Maintenance of Miscellaneous Equipment.	Miscellaneous Shop Expenses.	Total Equipment.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
817 36	102 71	2,470 46	.....	.....	626 08	4,016 61	1
.....	.....	.....	.....	.....	.....	.....	2
.....	1,216 14	4,326 29	4,075 89	.....	.....	9,618 32	3
.....	11,780 11	151,359 79	52,000 58	251 55	7,775 79	223,167 82	4
.....	.....	11,913 44	4,195 36	120 34	1,920 96	18,150 10	5
.....	1,992 20	5,743 76	3,024 89	495 17	184 11	11,440 13	6
254 07	.....	2,002 66	2,097 58	81 49	.....	4,435 80	7
282 81	713 98	1,859 03	.....	.....	477 40	3,333 22	8
.....	.....	11,100 47	810 33	59 28	905 41	12,875 49	9
576 43	910 16	523 10	3,425 60	1,577 58	.....	7,012 87	10
.....	.....	.....	.....	.....	.....	.....	
.....	.....	5,818 40	.....	.....	.....	5,818 40	11
.....	44 24	4,365 64	.....	.....	.....	4,409 88	12
2,603 35	412 70	10,391 11	5,249 94	458 21	242 94	19,358 25	13
.....	.....	1,651 88	538 41	.....	.....	2,190 29	14
.....	1,679 49	7,869 03	2,992 51	.....	.....	12,541 03	15
.....	.....	6,628 05	3,275 77	.....	.....	9,903 82	16
.....	.....	.....	21,448 58	18,721 04	.....	40,169 62	17
.....	.....	.....	.....	.....	.....	15,737 30	18
.....	.....	3,666 16	861 67	20 39	492 41	5,040 63	19
.....	1,258 86	.....	5,079 62	.....	94 28	6,432 76	20
.....	136 57	3,160 87	2,152 56	388 22	775 18	6,613 40	21
906 87	355 77	10,373 75	14,739 03	496 55	3,150 19	30,022 16	22
479 13	36 58	5,548 36	1,362 56	.....	.....	7,426 63	23
.....	.....	19,993 50	12,188 90	716 14	.....	32,898 54	24
10,170 40	23,888 42	188,396 98	144,905 56	13,578 36	11,633 99	392,573 71	25
1,157 64	.....	8,652 19	16,938 58	629 97	.....	27,378 38	26
39 52	.....	1,917 37	1,721 74	312 47	416 33	4,407 43	27
.....	333 14	3,417 01	1,121 90	54 82	.....	4,926 87	28
.....	1,325 36	10,724 12	11,278 01	457 88	971 15	24,756 55	29
.....	750 00	740 00	610 00	100 00	200 00	2,400 00	30
.....	1,863 35	5,845 16	700 97	909 62	.....	9,319 10	31
5,426 55	4,177 99	26,946 44	29,144 31	2,822 78	.....	68,518 07	32
.....	.....	2,527 64	1,398 69	.....	.....	3,926 33	33
374 97	.....	251 74	1,285 50	391 82	.....	2,304 03	34
.....	.....	12,248 80	5,544 06	.....	667 66	18,460 52	35
.....	.....	11,125 96	9,756 41	1,140 15	404 37	22,426 89	36
.....	274 31	5,724 84	4,073 37	196 71	664 30	10,933 53	37
.....	972 80	5,517 01	4,394 71	.....	.....	10,884 52	38
.....	.....	.....	1,501 37	.....	1,467 30	2,968 67	39
.....	.....	.....	.....	.....	.....	.....	40
867 42	55 33	9,552 00	8,620 35	464 25	323 09	19,882 44	41
495 48	220 49	600 63	599 20	.....	136 81	2,052 61	42
41 60	.....	2,396 36	.....	.....	.....	2,437 96	43
.....	.....	.....	.....	.....	.....	.....	44
.....	328 90	2,981 47	382 99	46 93	0 04	3,740 33	45
17,391 36	9,357 64	140,443 91	103,528 67	33,117 54	154,449 07	458,288 19	46
.....	.....	1,388 32	2,241 76	940 17	892 54	5,462 79	47
4,619 35	535 80	14,931 54	15,492 76	7,112 45	60 94	42,752 84	48
.....	421 98	7,705 98	6,793 47	291 21	.....	15,212 64	49
.....	.....	53,254 36	34,722 33	13,878 16	3,675 69	105,530 54	50
.....	.....	2,553 44	.....	.....	.....	2,553 44	51
.....	.....	.....	.....	.....	.....	1,577 65	52
46,504 31	65,145 02	790,609 02	546,276 52	99,831 25	192,608 03	1,758,289 10	

ELECTRIC

TABLE 5.—SUMMARY Statement of Operating Expenses

Number.	Name of Railway.	13	14	15	16	17
			TRANSPORTATION—OPERATION OF			
			Power Plant Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste for Power Plant.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo					
2	Berlin and Bridgeport					
3	Brantford and Hamilton		3,200 26			
4	British Columbia		27,146 51	12,542 97	13,643 51	333 67
5	Calgary Municipal					
6	Cape Breton					
7	Chatham, Wallaceburg and Lake Erie		144 00	19 66		
8	Cornwall		1,125 53	582 32	60 00	
9	Edmonton Radial					
10	Galt, Preston and Hespeler		3,611 16	14,329 71		901 58
	Leased Line—Preston to Berlin					
11	Grand Valley†		4,353 55	10,404 64		194 46
12	Guelph Radial		1,583 94	3,148 72		238 94
13	Halifax		3,958 65	11,925 00	612 00	490 24
14	Hamilton and Dundas					
15	Hamilton, Grimsby and Beamsville		2,996 37			
16	Hamilton Radial					
17	Hamilton Street					
18	Hull					
19	International					
20	Kingston, Portsmouth and Cataraqui					
21	Levis County		832 16			
22	London		8,175 79	23,942 40	144 00	527 24
23	London and Lake Erie Ry. and Transportation Co		7,419 86	16,692 48		450 76
24	Montreal Park and Island					
25	Montreal Street		54,750 28	132,292 83	978 06	2,438 78
26	Montreal Terminal		5,218 13	5,563 26		456 68
27	Montreal and Southern Counties		3,685 56	15,324 29	67 24	761 75
28	Niagara Falls Park and River		4,956 07			26 43
29	Niagara, St. Catharines and Toronto		5,441 56			
30	Nipissing Central					
31	Oshawa		3,050 97	6,403 11		
32	Ottawa		11,205 41	7,273 37	2,080 27	
33	Peterborough Radial				1,500 00	
34	Pictou County		2,924 58	4,332 69	80 00	237 03
35	Port Arthur					
36	Quebec Ry., Light and Power Co. (Citadel)					
37	Quebec Ry., Light and Power Co. (Montmorency)		1,222 15			
38	Sandwich, Windsor and Amherstburg		5,553 23	3,477 06		1,077 52
39	Sarnia					
40	Sherbrooke Street					
41	St. John, N.B.		3,921 81	15,849 86	1,200 00	
42	St. Stephen, N.B.		944 00	5,624 39	1,363 98	165 70
43	St. Thomas					
44	Suburban Rapid Transit Co		2,188 00			
45	Sydney and Glace Bay		1,437 12	3,785 63	110 40	68 74
46	Toronto Street		16,541 52	4,432 83	108 01	222 56
47	Toronto Suburban					
48	Toronto and York Radial		13,392 12	28,012 96		2,110 67
49	Windsor, Essex and Lake Shore Rapid		3,471 00	6,624 71		
50	Winnipeg					
51	Winnipeg, Selkirk and Lake Winnipeg		2,707 25			
52	Yarmouth					
	Total		207,118 54	332,584 89	21,947 47	10,702 75

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911—*Continued.*

18	19	20	21	22	23	24	25	
Power Plant.			Transportation—Operation of Cars.					
Miscellaneous Supplies and Expenses of Power Plant.	Hired Power.	Total Operation of Power Plant.	Superintendence of Transportation.	Wages of Conductors	Wages of Motormen	Wages of Miscellaneous Car Service Employees.	Wages of Car House Employees.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	6,486 27	6,486 27	1,100 00	3,431 18	3,431 19			1
	1,685 96	1,685 96		882 97	882 97	136 86		2
	12,819 60	16,019 86	1,332 48	3,807 30	3,807 30	2,471 34	2,343 10	3
4,693 23	287,597 33	345,957 22	37,476 27	321,335 00	321,335 00	63,894 09	52,135 34	4
	45,295 00	45,295 00	1,326 25	25,635 75	25,635 75			5
	17,511 99	17,511 99	1,727 50	11,583 61	11,583 61	897 18	1,962 22	6
63 45	11,388 09	11,615 20	613 20	5,274 50	5,274 49	5,782 77		7
		1,767 85		5,057 71	5,057 71			8
	72,546 75	72,546 75		26,049 93	26,049 92	324 47	2,305 70	9
		18,842 45	1,800 00	8,046 75	8,044 60	2,359 27	4,645 55	10
	9,935 50	24,888 15	2,456 86	9,236 33	9,236 32		5,548 94	11
		4,971 60		3,989 77	3,989 77			12
418 11		17,404 00	1,500 00	22,503 26	22,503 26	3,521 07	1,691 89	13
	4,470 67	4,470 67	611 77	3,278 91	3,278 91	197 26	441 69	14
	10,166 83	13,163 20	1,332 52	5,336 34	5,336 35	6,805 85	925 21	15
	17,707 50	17,707 50	2,382 18	10,149 80	10,149 81	2,429 91	1,671 67	16
	42,451 63	42,451 63	7,331 36	39,940 25	39,940 24		4,636 30	17
	10,171 66	10,171 66		15,756 88	15,756 88			18
	6,999 88	6,999 88	320 00	6,375 68	6,271 90	1,550 49	1,262 15	19
	3,494 04	3,494 04		3,805 92	3,833 33		2,714 74	20
26 66	9,000 00	9,858 82		8,094 89	8,353 30	1,095 08	1,361 56	21
958 74		33,748 17	2,937 85	31,234 97	31,475 91	1,245 85	1,974 61	22
544 81		25,107 91	715 40	6,391 44	6,391 49	4,366 29	1,099 95	23
	55,037 00	55,037 00	4,775 25	27,060 93	25,709 04	7,383 83	4,399 11	24
1,413 73	225,180 45	417,054 13	45,459 99	474,652 49	469,037 73	29,039 95	55,968 08	25
48 21	1,500 00	12,786 28	2,277 50	15,243 59	15,075 87	3,200 04	3,514 03	26
915 57		20,754 41	1,506 48	4,817 84	4,817 83	3,761 74	917 22	27
656 00		5,638 50	1,486 67	8,844 15	9,141 58	533 58	3,632 10	28
363 99	16,540 25	22,345 80	6,907 71	16,538 65	16,538 65	29,222 62	3,296 67	29
	8,600 40	8,600 40	1,800 00	3,900 00	3,900 00		2,000 00	30
2,229 67		11,683 75	1,500 00	1,519 84	3,212 43	3,764 99	441 53	31
2,195 69	15,000 00	37,754 74	14,351 36	104,322 52	104,322 53	23,154 50	10,022 59	32
		1,500 00	780 00	5,628 42	5,510 82	393 21	393 22	33
55 00		7,629 30		3,158 79	3,238 84	698 19	2,109 17	34
	19,743 10	19,743 10	2,548 18	17,094 72	16,975 55	1,014 19		35
	22,575 25	22,575 25	9,417 15	42,200 23	42,200 24	151 14	8,148 59	36
	18,044 40	19,266 55	3,168 79	11,370 40	8,355 98	13,703 60	1,276 91	37
	14,099 92	24,207 73	938 50	19,224 73	19,224 72	400 00	2,800 00	38
	5,670 11	5,670 11	306 00	4,365 49	4,365 48			39
								40
652 27		21,623 94	3,210 00	28,064 65	28,064 66		9,036 08	41
		8,098 07		2,704 50	2,738 81		2,267 40	42
	4,200 00	4,200 00		5,784 29	5,784 28	2,705 79		43
524 25	4,370 67	7,082 92		8,564 70	7,615 65			44
166 02	1,464 82	7,032 73	489 00	2,633 68	2,633 67	837 74		45
11,046 08	337,150 97	369,501 97	53,118 83	454,448 93	417,587 57	34,626 73	54,664 32	46
	6,000 00	6,000 00		5,548 13	6,017 63		3,058 25	47
24 43	12,561 31	56,061 49	6,198 86	19,425 54	19,425 55	24,816 98		48
1,024 53		11,120 24	639 47	3,816 76	3,816 76	12,761 37		49
	48,404 45	48,404 45	22,688 35	200,439 05	199,007 50	5,250 70	30,457 82	50
1,195 76	4,938 25	8,841 26	1,925 00	2,051 85	2,176 00		2,317 85	51
		9,163 10						52
29,216 20	1,390,810 05	2,001,543 00	250,459 73	2,070,624 01	2,024,115 38	294,498 67	287,441 56	

ELECTRIC

TABLE 5.—SUMMARY Statement of Operating Expenses

Number.	Name of Railway.	26	27	28	29	30
			TRANSPORTATION—OPERATION OF			
			Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding Track.
			$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo		520 18			
2	Berlin and Bridgeport					
3	Brantford and Hamilton		1,212 83	1,820 33	963 29	
4	British Columbia		6,299 77	85,759 14	3,770 98	8,437 92
5	Calgary Municipal		4,381 08	975 30		921 32
6	Cape Breton			2,023 49	330 94	103 11
7	Chatham, Wallaceburg and Lake Erie				4,708 76	
8	Cornwall			788 02		853 09
9	Edmonton Radial		153 75	5,807 04		430 45
10	Galt, Preston and Hespeler			5,319 94		
	Leased Line—Preston to Berlin					
11	Grand Valley†			833 60		
12	Guelph Radial					
13	Halifax		1,421 90	320 00		456 25
14	Hamilton and Dundas		716 39	546 70	3,746 31	
15	Hamilton, Grimsby and Beamsville		1,539 63	1,457 36	3,022 39	
16	Hamilton Radial		1,603 42	1,810 00	7,794 53	
17	Hamilton Street		5,545 42	4,157 54	218 60	
18	Hull		1,206 54	800 00		
19	International		130 59	198 44		0 17
20	Kingston, Portsmouth and Cataraqui					
21	Levis County		608 30	278 58	2,548 60	407 17
22	London		1,604 33	1,975 38		368 00
23	London and Lake Erie Ry. and Transportation Co.			3,384 40		
24	Montreal Park and Island				4,207 27	650 45
25	Montreal Street		42,644 85	65,577 19		34,274 14
26	Montreal Terminal					2,293 13
27	Montreal and Southern Counties		625 21	2,180 39		98 94
28	Niagara Falls Park and River		45 85	2,310 23		507 24
29	Niagara, St. Catharines and Toronto			7,071 32	14,812 87	2,930 47
30	Nipissing Central					
31	Oshawa			8,521 51	4,770 97	
32	Ottawa					
33	Peterborough Radial		689 21	783 22		29 43
34	Pieton County			83 42		
35	Port Arthur			3,025 84		
36	Quebec Ry., Light and Power Co. (Citadel)			11,606 68		3,000 00
37	Quebec Ry., Light and Power Co. (Montmorency)			6,238 77		
38	Sandwich, Windsor and Amherstburg		1,347 72			
39	Sarnia					
40	Sherbrooke Street					
41	St. John, N.B.			3,599 31		
42	St. Stephen, N.B.					
43	St. Thomas, Ont.					
44	Suburban Rapid Transit Co.			3,631 35	1,440 00	
45	Sydney and Glace Bay			1,096 58		42 16
46	Toronto Street		61,098 87	61,375 74	2,943 04	4,489 84
47	Toronto Suburban		780 20	236 88		574 21
48	Toronto and York Radial			830 39		5,748 85
49	Windsor, Essex and Lake Shore Rapid					
50	Winnipeg		16,529 42	7,488 50		13,417 39
51	Winnipeg, Selkirk and Lake Winnipeg		784 18	3,019 38		268 40
52	Yarmouth					
	Total		151,489 64	306,931 96	55,278 55	80,302 13

†Includes Brantford Street, Woodstock and Thames Valley and Ingersoll Railway.

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911—*Continued.*

31	32	33	34	35	36	37	
CARS—*Continued.*		GENERAL.					
Removal of Snow and Ice.	Total Operation of Cars.	Salaries of General Officers.	Salaries of Clerks.	Printing and Stationery.	Miscellaneous Office Expenses.	Store Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
249 52	8,732 07	.....	338 00	168 58	304 92	.....	1
52 60	1,955 40	115 00	708 93	66 85	.....	.....	2
1,182 03	18,940 00	1,535 40	5,055 68	381 19	.....	.....	3
2,710 45	903,153 96	33,928 41	48,545 57	12,236 52	9,491 48	10,532 38	4
1,326 81	60,202 26	4,725 00	684 45	462 86	679 61	106 64	5
1,683 86	31,895 52	5,799 23	3,956 84	778 48	.....	299 57	6
.....	21,653 72	3,300 00	480 00	314 10	.....	.....	7
.....	11,756 53	1,267 73	.....	106 38	463 04	.....	8
1,969 84	63,091 10	6,313 25	.....	906 13	882 71	.....	9
1,386 89	31,603 00	3,546 15	8,255 96	626 33	1,510 50	.....	10
.....	.....	.....	.....	.....	.....	.....	
3,954 01	31,266 06	3,804 84	.....	746 12	48 50	.....	11
.....	7,979 54	1,000 00	499 50	322 99	.....	.....	12
3,829 45	57,747 08	3,200 00	1,327 00	862 00	669 09	373 91	13
570 66	13,388 60	827 40	2,700 17	95 73	.....	.....	14
713 20	26,468 85	1,791 40	5,865 88	691 91	.....	.....	15
1,033 27	39,024 59	2,287 62	6,100 13	403 94	.....	.....	16
4,391 78	106,161 49	5,902 20	13,791 86	691 28	.....	.....	17
4,114 18	37,634 48	1,000 00	2,761 29	372 31	610 18	.....	18
102 08	16,211 50	2,241 50	1,194 12	178 50	.....	292 58	19
886 80	11,240 79	2,010 50	.....	181 75	308 25	.....	20
3,690 32	26,437 80	2,351 60	1,319 90	135 20	97 30	.....	21
1,031 01	73,847 91	4,799 88	1,458 21	290 75	400 39	777 30	22
387 94	22,736 91	3,990 00	1,703 30	1,265 16	533 01	.....	23
10,178 81	84,364 69	20,129 50	3,367 96	349 71	.....	.....	24
135,944 09	1,352,598 51	45,783 28	48,363 17	7,127 01	3,636 02	13,915 24	25
8,675 23	50,279 39	100 00	1,228 59	188 76	.....	.....	26
1,751 93	20,477 58	.....	1,902 80	562 23	798 06	.....	27
692 27	27,193 67	962 09	666 45	135 26	233 80	200 60	28
2,293 25	99,612 21	10,399 82	6,358 67	1,867 20	1,461 32	1,079 32	29
.....	11,600 00	.....	1 200 00	200 00	250 00	.....	30
.....	23,731 27	3,300 00	300 00	291 82	.....	.....	31
16,706 32	272,882 82	18,457 04	.....	896 76	355 83	480 00	32
164 34	14,371 87	2,081 14	1,330 09	.....	742 03	1 25	33
305 21	9,593 62	2,100 00	503 62	.....	335 50	.....	34
1,699 01	42,357 49	3,872 59	.....	528 01	153 20	.....	35
14,994 66	131,718 69	6,749 25	3,374 63	822 68	1,172 25	1,576 09	36
2,595 48	46,709 93	2,688 47	4,633 80	2,214 28	2,067 81	.....	37
.....	43,935 67	2,800 00	1,340 00	150 00	340 00	.....	38
.....	9,036 97	2,215 00	520 00	133 60	350 60	.....	39
.....	.....	.....	.....	.....	.....	.....	40
9,103 04	81,077 74	1,393 32	1,289 70	.....	529 00	536 83	41
417 10	8,127 81	1,645 00	345 00	141 20	100 08	.....	42
.....	14,274 36	900 00	420 00	.....	51 25	.....	43
.....	21,251 70	700 00	.....	.....	459 37	.....	44
51 86	7,784 69	2,944 97	1,061 01	62 81	47 57	84 17	45
4,210 98	1,148,564 85	37,688 72	46,594 49	4,335 94	.....	4,767 97	46
73 93	16,289 23	2,000 00	1,632 50	46 00	521 62	.....	47
1,819 26	78,265 43	7,100 00	4,803 75	873 67	132 38	832 95	48
.....	21,034 36	3,212 10	1,687 95	386 79	714 81	500 00	49
.....	495,278 73	3,930 00	6,932 77	.....	4,054 33	1,519 41	50
.....	12,542 66	900 00	3,998 55	685 57	438 91	.....	51
.....	.....	.....	.....	.....	.....	.....	52
246,943 47	5,768,085 10	279,819 40	250,902 23	44,284 36	34,944 72	37 876 19	

ELECTRIC

TABLE 5.—SUMMARY Statement of Operating Expenses

38	39	40	41	42
				GENERAL—
Number. Name of Railway.	Stable Expenses.	Advertising and Attractions.	Miscellaneous Gen'al Expenses.	Damages.
	$ cts.	$ cts.	$ cts.	$ cts.
1 Berlin and Waterloo	.....	167 87	198 90	.....
2 Berlin and Bridgeport	.....	.....	483 51	10 00
3 Brantford and Hamilton	2,909 09	198 35	1,394 21	2,594 90
4 British Columbia	2,201 10	8,412 29	14,819 23	37,749 10
5 Calgary Municipal	.....	883 49	2,241 36	3 00
6 Cape Breton	209 39	34 70	2,529 72	2,628 30
7 Chatham, Wallaceburg and Lake Erie	.....	.....	993 69	28 30
8 Cornwall	.....	1,344 93	.....	44 76
9 Edmonton Radial	610 39	.....	1,044 40	3,035 35
10 Galt, Preston and Hespeler	.....	.....	2,900 30	107 00
Leased Line—Preston to Berlin	.....	.....	.....	.....
11 Grand Valley†	.....	.....	2,061 66	215 00
12 Guelph Radial	.....	1,138 81	.....	75 00
13 Halifax	955 63	465 00	2,859 79	2,941 68
14 Hamilton and Dundas	72 75	129 43	442 31	1,522 74
15 Hamilton, Grimsby and Beamsville	1,499 85	171 37	1,126 43	5,013 47
16 Hamilton Radial	585 87	172 28	1,339 42	3,495 62
17 Hamilton Street	3 00	639 11	1,191 91	16,063 99
18 Hull	1,726 51	133 10	1,347 09	.....
19 International	.....	.....	1,595 26	372 75
20 Kingston, Portsmouth and Cataraqui	.....	2,688 43	972 52	455 70
21 Levis County	549 20	22 50	280 65	169 76
22 London	203 93	.....	2,137 48	10,447 99
23 London and Lake Erie Ry. and Transportation Co	.....	737 08	969 81	211 26
24 Montreal Park and Island	.....	1,795 28	.....	7,325 55
25 Montreal Street	6,463 94	2,159 49	25,475 42	113,683 66
26 Montreal Terminal	.....	684 07	599 64	5,362 73
17 Montreal and Southern Counties	.....	697 59	23 00	.....
28 Niagara Falls Park and River	97 60	2,840 52	942 47	650 11
29 Niagara, St. Catharines and Toronto	.....	2,828 16	1,194 12	3,506 50
30 Nipissing Central	.....	123 50	1,776 32	.....
31 Oshawa	632 19	.....	1,552 88	4 95
32 Ottawa	.....	13,550 22	4,975 52	10,754 90
33 Peterborough Radial	4 17	852 39	299 86	.....
34 Pieton County	384 93	.....	1,023 03	833 01
35 Port Arthur	.....	.....	494 20	118 65
36 Quebec Ry., Light and Power Co. (Citadel)	481 55	.....	6,118 01	775 37
37 Quebec Ry., Light and Power Co. (Montmorency)	.....	1,394 70	7,810 50	129 71
38 Sandwich, Windsor and Amherstburg	.....	550 70	2,872 67	935 13
39 Sarnia	1,153 53	.....	5,589 47	.....
40 Sherbrooke Street	.....	.....	.....	.....
41 St. John, N.B	564 81	1,090 67	2,763 20	1,786 35
42 St. Stephen, N.B	.....	.....	216 36	.....
43 St. Thomas, Ont	.....	.....	.....	.....
44 Suburban Rapid Transit Co	.....	.....	.....	.....
45 Sydney and Glace Bay	.....	56 12	306 14	.....
46 Toronto Street	5,155 08	130 01	21,534 06	112,365 06
47 Toronto Suburban	.....	83 88	413 52	.....
48 Toronto and York Radial	6,582 55	2,313 95	17,175 98	11,571 82
49 Windsor, Essex and Lake Shore Rapid	.....	1,149 44	.....	290 50
50 Winnipeg	.....	.....	14,033 61	.....
51 Winnipeg, Selkirk and Lake Winnipeg	.....	308 60	1,050 58	.....
52 Yarmouth	.....	.....	4,528 10	.....
Total	33,047 06	49,948 03	165,707 31	357,279 67

†Includes Brantford Street, Woodstock and Thames Valley and Ingersoll Railway.

SESSIONAL PAPER No. 20b

RAILWAYS.

for the Year ending June 30, 1911—*Continued.*

43	44	45	46	47	48	49

Continued.

Legal Expenses in Connection with Damages.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total General.	Total Operating Expenses.	Number.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
		301 85		1,716 57	3,196 69	23,987 85	1
		100 00		433 90	1,918 19	5,767 05	2
	785 25	608 94	6,108 25	508 16	22,079 42	77,878 24	3
	8 492 84		32,924 50	19,862 32	239 195 74	1,866,379 10	4
		440 00		1,200 00	11,426 41	139,601 98	5
	1,909 83	818 25		1,948 43	20,912 72	91,471 89	6
			168 77	638 64	5,923 50	48,309 18	7
				1,107 08	4,333 92	22,212 35	8
				3,133 37	15,925 60	180,860 12	9
	26 99	166 33		4,000 00	21,148 50	91,612 16	10
	152 96	1,794 69	587 42	956 11	10,367 30	77,076 91	11
	113 50		358 21	496 82	4,004 83	23,130 28	12
500 00	760 39			1,082 22	15,996 71	125,180 69	13
	298 80		3,903 85	115 31	10,108 49	34,713 65	14
	748 71	250 00	7,552 03	628 66	25,339 71	92,386 63	15
	1,092 62		10,650 47	831 21	27,259 18	103,206 76	16
5,165 38		8,883 00		2,756 00	55,087 73	255,605 02	17
3,007 17			4,693 60	1,981 08	17,632 33	92,930 75	18
	504 63	97 50		734 16	7,211 00	38,733 26	19
				631 08	7,278 23	32,025 23	20
		142 87	1,200 00	3,403 99	9,672 97	57,619 57	21
	517 49	8 50		2,232 50	23,274 42	182,643 67	22
		204 18	1,200 00	2,187 00	13,000 80	77,699 78	23
	3,588 47			2,325 00	38,881 47	251,245 01	24
	17,783 71	13,009 41		25,149 64	322 549 99	2,664,148 56	25
	794 94			1,444 13	10,402 86	122,116 10	26
18 30			25,031 20	888 73	29,921 91	79,445 28	27
	276 84	124 27	10 000 09	2,875 00	20,005 01	81 839 97	28
262 13			1,489 37	3,513 00	33,959 61	207,599 02	29
				242 20	3,792 02	31,227 22	30
			955 30	544 33	7,581 47	59,475 38	31
	351 47			9,906 55	59,728 29	473,170 18	32
	218 20	447 50		1,248 78	7,225 41	28 706 91	33
				574 77	5,754 86	27,569 70	34
	89 10			1,469 96	6,725 71	97,526 01	35
	1,558 78			4,747 79	27,376 40	218,217 19	36
154 95	152 87			2,459 21	23 706 30	117,264 62	37
	1,000 00			900 00	10,888 50	105,359 25	38
	63 14			901 64	10,926 98	30,904 33	39
						37,243 47	40
				1,442 27	11,396 15	148,266 70	41
	82 90			353 69	2,883 33	25,496 64	42
		1 00		683 70	2,055 95	24,828 25	43
					1,159 37	34,052 01	44
	174 36		4,023 77	2,007 25	19,768 17	32,198 02	45
	20,789 99			18,426 49	271,787 81	2,315,355 84	46
		911 76		1,081 68	6,690 96	40,946 49	47
	491 94			1,967 87	53,846 86	249,607 84	48
	491 26			6,653 34	15,086 19	71,964 60	49
					29,470 12	723,934 78	50
					7,382 21	39,231 50	51
				322 22	4,850 32	16,161 23	52
9,107 93	63,311 08	28,310 05	110,846 74	144,713 85	1,610,098 62	12,096,124 22	

ELECTRIC

TABLE 6.—SUMMARY Statement of Description of

Number.	1 Name of Railway.	2 Passenger Cars. Closed Passenger Cars.	3 Passenger Cars. Open Passenger Cars.	4 Passenger Cars. Combination Closed and Open Passenger Cars.	5 Passenger Cars. Total Passenger Cars.
1	Berlin and Waterloo	8	6	.....	14
2	Berlin and Bridgeport	.....	.....	.....	.....
3	Brantford and Hamilton	6	.....	.....	6
4	British Columbia	265	2	.....	267
5	Calgary Municipal	22	.....	.....	22
6	Cape Breton	19	.....	.....	19
7	Chatham, Wallaceburg and Lake Erie	7	2	.....	9
8	Cornwall	7	3	.....	10
9	Edmonton Radial	.....	.....	17	17
10	Galt, Preston and Hespeler	7	4	2	13
	Leased line—Preston to Berlin—				
11	Grand Valley*	12	12	.....	24
12	Guelph Radial	8	5	.....	13
13	Halifax	24	26	.....	50
14	Hamilton and Dundas	2	2	.....	4
15	Hamilton, Grimsby and Beamsville	8	3	.....	11
16	Hamilton Radial	9	.....	.....	9
17	Hamilton Street	56	33	.....	89
18	Hull	23	13	.....	36
19	International	11	.....	.....	11
20	Kingston, Portsmouth and Cataraqui	8	12	.....	20
21	Levis County	13	8	.....	21
22	London	39	14	.....	53
23	London and Lake Erie Railway and Transportation Co.	12	.....	.....	12
24	Montreal Park and Island	12	16	10	38
25	Montreal Street	498	254	75	827
26	Montreal Terminal	16	18	.....	34
27	Montreal and Southern Counties	10	.....	.....	10
28	Niagara Falls Park and River	9	18	.....	27
29	Niagara, St. Catharines and Toronto	20	16	.....	36
30	Nipissing Central	6	.....	.....	6
31	Oshawa	4	2	1	7
32	Ottawa	69	57	31	157
33	Peterborough Radial	8	6	.....	14
34	Pietou County	5	.....	.....	5
35	Port Arthur	23	2	.....	25
36	Quebec Railway, Light and Power Co. (Citadel)	55	50	.....	105
37	Quebec Railway, Light and Power Co., (Montmorency)	15	.....	.....	15
38	Sandwich, Windsor and Amherstburg	22	16	.....	38
39	Sarnia	10	2	.....	12
40	Sherbroke	8	9	.....	17
41	St. John, N.B.	25	26	.....	51
42	St. Stephen, N.B.	3	4	.....	7
43	St. Thomas, Ont	6	10	.....	16
44	Suburban Rapid Transit Co.	.....	.....	.....	.....
45	Sydney and Glace Bay	10	.....	.....	10
46	Toronto Street	300	293	319	912
47	Toronto Suburban	10	4	.....	14
48	Toronto and York Radial	37	4	.....	41
49	Windsor, Essex and Lake Shore Rapid	9	.....	.....	9
50	Winnipeg	214	35	.....	249
51	Winnipeg, Selkirk and Lake Winnipeg	12	.....	.....	12
52	Yarmouth	3	3	.....	6
	Total	1,985	990	455	3,430

*Includes Brantford Street, Woodstock and Thames Valley and Ingersoll Railway.

SESSIONAL PAPER No. 20b

RAILWAYS.

Equipment for the Year ending June 30, 1911.

6	7	8	9	10	11	12	13	
Other Cars.								
Freight Cars.	Mail Express and Baggage Cars.	Combination Cars.	Work Cars.	Snow Ploughs.	Sweepers.	Miscellaneous Cars.	Total Cars of all Classes.	Number.
			1	1	1		17	1
								2
							6	6
213	10			5	1	151	647	4
			5			1	28	5
2	1			3	1		26	6
17						2	28	7
2					1		13	8
					2	1	20	9
3		2	2		2	3	25	10
			1	1	1		27	11
1			1	1			16	12
					4	21	75	13
							4	14
4			3	2			18	15
2			2	1			14	16
			1		3		93	17
	1		1	2	3	3	46	18
			1		1		13	19
1			1		2		24	20
	1		2	1	3		28	21
				1	2	3	59	22
10			2				24	23
1			4	4	2	1	50	24
64			15	4	29	1	940	25
2			2	3	1	2	44	26
				1	1		12	27
		2		1		2	32	28
10			14	3		6	69	29
2							8	30
1		1		1	1	3	14	31
	3		3	4	10		177	32
				1	1		16	33
1			1	2			9	34
	1			2			28	35
				4	9	6	124	36
						2	17	37
	3		3	1			45	38
	1						13	39
	1				1		19	40
			1	3	4		59	41
			1	1			9	42
				1			17	43
								44
2	1			1			14	45
			10		16	10	948	46
1			1		1		17	47
	8		9	4			62	48
13	2			1		1	26	49
			15	1	3	7	275	50
5			6				23	51
—				1			7	52
357	33	5	108	60	106	226	4,325	

ELECTRIC RAILWAYS.

TABLE 7.—SUMMARY STATEMENT of Accidents for the Year ending June 30, 1911.

Number	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo												
2	Berlin and Bridgeport								2	2		2	2
3	Brantford and Hamilton		3	3					2	2		5	5
4	British Columbia		143	143	6	28	34	7	23	30	13	194	207
5	Calgary Municipal		3	3				2		2	2	3	5
6	Cape Breton					3	3		1	1		4	4
7	Chatham, Wallaceburg and Lake Erie												
8	Cornwall												
9	Edmonton Radial							3	6	9	3	6	9
10	Galt, Preston and Hespeler		8	8		3	3	4	2	6	4	13	17
	Leased line—Preston to Berlin												
11	Grand Valley												
12	Guelph Radial												
13	Halifax		38	38		9	9					47	47
14	Hamilton and Dundas		9	9								9	9
15	Hamilton, Grimsby and Beamsville		16	16		4	4		1	1		21	21
16	Hamilton Radial		24	24		1	1	2	3	5	2	28	30
17	Hamilton Street		189	189		5	5	3	62	65	3	256	259
18	Hull												
19	International		2	2					1	1		3	3
20	Kingston, Portsmouth and Cataraqui		5	5		1	1		2	2		8	8
21	Levis County		2	2		4	4					6	6
22	London		30	30		16	16	1	21	22	1	67	68
23	London and Lake Erie Rly. and Transportation Co												
24	Montreal Park and Island	1	6	7		2	2	6	3	9	7	11	18
25	Montreal Street	3	403	406		56	56	27	272	299	30	731	761
26	Montreal Terminal		3	3		1	1	1	5	6	1	9	10
27	Montreal and Southern Counties												
28	Niagara Falls Park and River		7	7		6	6					13	13

29	Niagara, St. Catharines and Toronto							1		1	1		1
30	Nipissing Central												
31	Oshawa				7	7	1	1	2	1	8	9	
32	Ottawa		44	44	15	15	2	49	51	2	108	110	
33	Peterborough Radial												
34	Pietou County		2	2				7	7		9	9	
35	Port Arthur	1	6	7	1	1	1	1	2	3	7	10	
36	Quebec Railway, Light and Power Co. (Citadel)		78	78	7	7	2	13	15	2	98	100	
37	Quebec Railway, Light and Power Co. (Montmorency)		8	8			1	2	3	1	10	11	
38	Sandwich, Windsor and Amherstburg												
39	Sarnia												
40	Sherbrooke		1	1							1	1	
41	St. John, N.B		5	5	1	1	1		1	1	6	7	
42	St. Stephen, N.B												
43	St. Thomas, Ont												
44	Sydney and Glace Bay												
45	Toronto Street	4	703	707	127	127	11	63	74	15	893	908	
46	Toronto Suburban			1		1				1		1	
47	Toronto, York and Radial						5	14	19	5	14	19	
48	Windsor, Essex and Lake Shore Rapid							2	2		2	2	
49	Winnipeg	2	46	48	4	4	2	28	30	4	78	82	
50	Winnipeg, Selkirk and Lake Winnipeg												
51	Yarmouth												
	Total	11	1,784	1,795	8	300	308	83	586	669	102	2,670	2,772

APPENDIX.

Foreign Railway Statistics.

The following table will afford helpful information with regard to the Railway Statistics of Foreign Countries:—

	Canada. 1911.	United States 1910.	United Kingdom. 1909.	New Zealand 1910.	South Australia 1910.
Miles of line operated	25,400	239,652	23,280	2,704	1,893
Net capitalization §	1,528,689,201	13,872,380,000	6,397,746,666	138,765,583	70,073,990
Net capitalization per mile of line §	60,185	58,316	274,817	51,073	36,650
Gross earnings from operation §	188,733,494	2,787,266,000	†584,827,333	15,815,644	8,956,608
Gross earnings per mile of line §	7,430	11,633	25,121	5,849	4,731
Expenses of operation §	131,034,785	1,847,189,000	365,194,666	10,558,107	7,675,123
Expenses per mile of line §	5,159	7,710	15,687	3,905	4,054
Net earnings from operation §	57,698,709	940,076,000	219,632,667	5,257,537	1,281,485
Net earnings per mile of line §	2,271	3,923	9,434	1,944	677
Ratio expenses to earnings p.c	69·43	66·27	62·40	66·76	58·09
Receipts from passengers §	58,317,998	631,772,000	249,173,333	5,699,059	2,307,841
Receipts from freight §	126,570,534	1,935,882,000	289,566,667	8,626,728	3,673,462
Number of passengers carried	37,097,718	952,325,000	1,265,081,000	12,369,830	15,282,104
Number of freight tons carried	79,884,282	1,760,103,000	499,900,000	5,490,018	‡2,480,521
Miles of single track	25,400	*239,652	10,284	2,717	1,912
Miles of double track	1,610		12,996		
Miles of sidings	5,550		14,350		
Total train mileage	89,716,533	1,293,550,000	419,200,000	7,889,166	5,420,304
Average receipts per train mile:					
Total traffic §	2·10	2·15	1·27	1·97	1·65
Mileage under construction	6,223				313

	Western Australia 1910.	New South Wales 1910.	Queensland 1910.	Victoria 1910.	Tasmania 1910.
Miles of line operated	2,102	3,625	3,661	3,441	474
Net capitalization §	55,369,342	§238,103,360	118,437,011	210,244,816	19,702,681
Net capitalization per mile of line §	25,825	65,359	32,351	60,225	41,567
Gross earnings from operation §	7,968,359	26,697,146	11,380,544	21,627,180	1,382,681
Gross earnings per mile of line §	3,791	7,365	3,108	6,285	2,719
Expenses of operation §	5,338,285	15,945,190	6,882,786	13,196,556	1,030,218
Expenses per mile of line §	2,540	4,399	1,880	3,835	2,317
Net earnings from operation §	2,630,074	10,751,956	4,497,758	8,430,624	352,463
Net earnings per mile of line §	1,251	2,966	1,228	2,450	743
Ratio expenses to earnings p.c	66·99	59·73	60·48	61·02	74·51
Receipts from passengers §	2,043,649	8,877,440	3,130,722	9,114,201	560,543
Receipts from freight §	5,074,906	16,014,616	7,300,092	10,815,588	134,295
Number of passengers carried	13,171,267	53,644,271	7,521,722	a85,280,235	1,650,455
Number of freight, tons carried	2,472,997	8,393,038	2,655,829	4,468,440	439,556
Miles of single track	2,144	3,643	3,661	3,491	474
Miles of double track					
Miles of sidings	256				
Total train mileage	4,398,138	15,468,026	8,157,247	11,705,612	1,059,790
Average receipts per train mile:					
Total traffic §	1·80	1·72	1·40	1·85	1·30
Mileage under construction	281	253	345	114	

† Earnings include 8½ millions sterling received from steamboats, canals, hotels and miscellaneous sources.

‡ Does not include number of live stock, 1,276,160.

§ Includes workshops and rolling stock.

APPENDIX.

Foreign Railway Statistics.

The following table will afford helpful information with regard to the Railway Statistics of Foreign Countries—*Concluded.*

—	Cape of Good Hope 1909.	Egypt 1908.	France 1908.	Germany 1908.	Austria-German. 1908.
Miles of line operated	3,326	1,666	25,117	35,366	13,788
Net capitalization $	157,027,512	125,466,490	2,869,268,762	4,093,272,067	1,689,212,465
Net capitalization per mile of line $	47,212	75,310	94,933	114,190	121,282
Gross earnings from operation $	15,228,063	17,177,255	346,885,135	625,008,377	184,403,759
Gross earnings per mile of line $	4,578	10,310	13,811	17,673	13,374
Expenses of operation $	10,085,393	10,411,155	200,918,950	497,341,931	140,611,763
Expenses per mile of line $	3,032	6,249	7,999	14,063	10,198
Net earnings from operation $	5,142,670	6,766,100	*b*145,966,926	127,666,446	43,791,996
Expenses per mile of line $	1,546	4,061	5,812	3,610	3,176
Ratio expenses to earnings p.c.	66·20	60·61	57·92	79·57	76·25
Receipts from passengers $	4,442,970	7,326,435	114,311,146	193,298,387	43,757,632
Receipts from freight $	8,901,625	8,722,195	176,824,527	420,026,287	131,061,081
Number of passengers carried	15,344,717	25,851,661	479,396,175	*c* 2,001,428,298	228,264,709
Number of freight tons carried	1,350,268	5,775,198	158,165,909	496,920,381	155,101,551
Miles of single track	3,326	1,666	30,224	35,846	13,928
Miles of double track					
Miles of sidings					
Total train mileage	7,292,306	9,890,366			
Average receipts per train mile:					
Total traffic $	2·09	1·74			
Mileage under construction	107		4,001		

—	China Imperial Ry. Kin-Nan 1909.	China Imperial Ry. North China 1909.	China Imperial Ry. Shanghai Nanking 1909.	Sweden 1909.
Miles of line operated	822	603	203	2,716
Net capitalization $	91,834,446	49,971,571	14,113,333	134,909,549
Net capitalization per mile of line $	111,721	82,871	69,523	49,490
Gross earnings from operation $	11,026,412	14,345,202	1,796,083	16,723,557
Gross earnings per mile of line $	13,414	23,789	8,847	6,157
Expenses of operation $	3,439,041	4,554,013	1,214,517	14,902,131
Expenses per mile of line $	4,184	7,552	5,982	5,487
Net earnings from operation $	7,587,371	9,791,189	581,566	1,821,426
Net earnings per mile of line $	9,230	16,237	2,865	670
Ratio expenses to earnings p.c.	31·19	31·00	76·72	89·11
Receipts from passengers $	3,153,310	6,043,573	1,552,258	5,615,986
Receipts from freight $	7,520,042	7,532,638	189,110	10,406,714
Number of passengers carried	1,886,817	3,603,303	3,538,701	17,433,633
Number of freight tons carried	2,323,111	3,770,945	230,059	10,386,061
Miles of single track	822	603	203	2,726
Miles of double track				107
Miles of sidings				
Total train mileage		2,501,807	816,409	
Average receipts per train mile:				
Total traffic $		5·73	2·20	
Mileage under construction				

a 77,690,529 suburban passengers and season ticket holders.
* Miles of track, 349,159.
b Not including miscellaneous surplus, $177,166.
c Includes 1,361,665,150 suburban passengers and season ticket holders.

INDEX

	Page.
Accidents—Summary of steam railways	XL–XLIII, 168–183
" " electric railways	LVI, 202–203
Agriculture, movement of products of	XXII, 114–121
Aid to railways	XII–XVI, 36–45
Average cost of running a train one mile	XXVII
" daily compensation to railway employees	XLVI
" haul per ton	XXI
" journey per passenger	XX
" revenue from each passenger	XX
" " " ton of freight	XXI
" " per freight train mile	XXI, 49–55
" " per passenger per mile	XX, 49–55
" " per passenger train mile	XX, 49–55
" " per ton per mile	XXI, 49–55
Bridges—Number of	156–167
Bonds—Classification of	X, 28–35
Capital—Railway, classification of	X, 28–35
Carpenters—Number of	XLV
Car mileage	106–113
Cars in passenger service	XXXIV, 146–151
" in freight service	XXXIV, 152–155
" classification of, by capacity	XXXV, 152–155
" total number of	XXXIV–XXXVI, 146–155
Characteristics of road	156–167
Coal, consumption of	XXXIX
Collisions—Accidents caused by	XLI, 168–183
Commodities—Classification of	XXII, 114–145
Compensation—Summary of, paid to railway employees	XLV
Conductors—Number of	XLV
Cost of coal for locomotives	XL
Coupling cars—Accidents resulting from	XLII, 170–174
Derailments	XLI, XLII, 168–183
Dominion government aid granted and paid	XII, 36–45
Dividends	XXIV, 98–105
Earnings—Gross	XXIV, 46–55
" Net	XXIV, 46–48
" Summary of, from all sources	XXIV, 46–55
" per passenger per mile	XX, 49–51
" per ton per mile	XXI, 52–55
" per passenger train mile	XX, 49–51
" per freight train mile	XXI, 53–55
" per mile of road	XXIV
Electric railways, summary	XLIX–LVII
Electric railways, statistics of	184–209

PAGE.

Employees, number of railway..... XLV
" accidents to.....XLI, 168–183
Enginemen, number of..... XLV
Equipment, summary of.....XXXIV, 146–155
Expenses, general summary of.....XXVI, XXXII, 56–97
" operating per train mile..... XXVII
Express, revenue from.....XXIV, XXV, 49–51

Falling from trains, accidents resulting from.....XLI, XLII, 168–183
Fatalities, total number of.....XLI, XLIII, 168–183
Firemen, total number of..... XLV
Freight, train mileage.....XXI, 106–113
" total number of tons carried.....XXI, 114–145
" carried one mile, tons of.....XXI, 106–111
" carried one mile per mile of line..... XXI
" cars, by capacity, classification of.....XXXV, 152–155
" earnings.....XXI, 46–55
" revenue.....XXI, 46–55
" locomotives, number of.....XXXIII, 146–151
" tonnage originating on roads.....XXIII, 114–145
" received from connecting roads.....XXIII, 114–145
Fuel for locomotives..... XXXIX

General administration, employees assigned to..... XLV
General expenses..... 56–97
General office clerks, number of..... XLV
Gross earnings..... 46–55

Haul, average..... XXI
Highway crossings, accidents at.....XLIII, 168–181
Highway crossings..... XLIV

Income, classification of..... 98–105

Journey, per passenger, average..... XX

Land grants..... XVI
Leased cars, number of..... 146–151
Line of proprietary companies..... 14–21
Line operated under contract..... 14–21
" " lease..... 14–21
" " trackage rights..... 14–21
Location of railways..... 3–13
Locomotives, classification of.....XXXIV, 146–151
" per mile of line..... XXXVI

Machinists, number of..... XLV
Mails—Revenue from carrying.....XXV, 49–51
Maintenance of equipment, expenditures charged to.....XXVIII, 64–73
Maintenance of way and structures, expenditures charged to.XXVIII, 56–66
Manufactures, movement of.....XXII, 114–145
Men employed on railways..... XLV
Merchandise, movement of..... XXII, 114–145
Mileage.....VII, VIII, 14–21

	Page.
Mileage classification, of by tracks	14–21
" classification of, by provinces	IX, 22–27
" single track	VIII, 14–21
" mileage under construction	VII
" second track	IX, 14–21
" all tracks	IX, 14–21
" yard tracks and sidings	IX, 14–21
Mines, movement of products of	114–145
Miscellaneous obligations	28–35
Municipal aid, granted and paid	XIII, 36–45
Net earnings	XXIV, 46–48
Obligations, equipment trust	28–35
Operating expenses	XXVI, XXXI, 56–97
Other earnings, from freight service	XXIV, 46–48
" from passenger service	XXV, 46–48
Other employees, accidents to	XLI, 175–183
Overhead obstructions, accidents due to	168–175
Passengers, average journey per	XX
" total number carried	XX, 102–104
" accidents to	168, 169, 182
Passenger cars, number of	XXXIV, 146–148
" cars, classification of	XXXIV, 146–155
" earnings	XXIV, 46–48
" locomotives	146–148
" revenue	XXIV, 46–48
" earnings per train mile	XXIV, 46–48
" train mileage	106–108
Proprietary companies, lines of	14–21
Products of agriculture, movement of	XXII, 114–121
" animals, movements of	XXII, 119–125
" forests, movements of	XXII, 130–133
" mines, movements of	XXII, 126–132
Provincial government aid, granted and paid	XIII, 36–45
Public service of railways	XVIII
Railway accidents	XL–XLIII, 168–183
" classification of	168–183
" comparative summary of	XL–XLIII
Revenue, average from each passenger carried	XX
" from each ton of freight carried	XXI
Second track, number of miles of	IX, 14–21
Section foremen, number of	XLV
Sidings, yard track, mileage of	IX, 14–21
Single-track, number of miles of	IX, 14–21
Station agents, number of	XLV
Station men, accidents to	168–183
Stations, accidents at	XLI, 168–183
Stocks, total amount of railway	X, 28–35
Struck by trains or cars, accidents due to	XLI, XLII, 168–183
Subsidies, total amount paid	XII, 36–45

		Page.
Subsidies, Dominion Government	XII,	36–45
" Provincial Governments	XII,	36–45
" municipalities	XII,	36–45
Summary of statistics, electric		LV
" " foreign		210, 211
Table 1, location of railways		3–13
" 2, railway mileage		14–21
" 3, railway mileage in provinces		22–27
" 4, railway capital		28–35
" 5, aid to railways		36–45
" 6, earnings account		46–48
" 7, revenue		49–55
" 8, classification of operating expenses		56–97
" 9, income account		98–105
" 10, summary of passengers and tons, carried		106–111
" 11, train mileage		112–113
" 12, summary of freight traffic		114–145
" 13, summary of equipment		146–151
" 14, summary of cars in freight service—by capacity		152–155
" 15, characteristics of roads		156–167
" 16, summary of accidents		168–183
Taxation of railways		XLVII
Telegraph operators and dispatchers, number of		XLV
" accidents to	XLII,	168–183
Ton, average haul per		XXI
Tons carried, total number of	XXI,	106–111
" one mile	XXI,	106–111
" one line per mile of line		XXI
Trackage rights, mileage operated under		14–21
Traffic		XX, XXI
Trainmen, number of		XLV
" accidents to		168–183
Train, mileage, freight	XXXVII,	112–113
" passenger	XXXVI,	112–113
Trestles, number of		156–167
Trespassing and non-trespassing, accidents due to		176–179
Tunnels, number of		165–167
Watchmen, switch tenders, &c., number of		XLV
" accidents to	XLII,	172–173
Way and structures, maintenance of, expenditures charged to	XXVIII,	56–66
Yard track and sidings, mileage of	IX,	14–21